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FULL COURT OF APPEAL GIVES
UNANIMOUS VERDICT

PUISNE JUDGE ON NEGLIGENCE.

CONVEYANCE PRACTICE IN HERE AND AT HOME

Judgment was delivered by the Full Court of Appeal this morning in the case in which Li Po-kwai, a well-known Chinese merchant, sought to recover certain landed property from Tsang Chuen.

The case was a very intricate one. It appeared that Li Po-kwai had made a very peculiar assignment of his property mentioning various names in the assignment; one of the names he mentioned was that of one of his sons. The son who was made the assignee thought he had a beneficial interest in the property, and he accordingly mortgaged it to Tsang Chuen for \$16,000.

The case originally came before Sir Henry Gollan when Li Po-kwai, plaintiff-respondent in the present action, sought for the return of the property. His Lordship decided in his favour. Tsang Chuen, defendant-appellant, appealed against the judgment.

THE JUDGMENTS

In both actions, Mr. Eldon Foster, K.C., together with Mr. F. C. Jenkin appeared for the plaintiff-respondent, under instructions from Messrs. Hastings, Denny and Bowley, and Mr. H. G. Sheldon, instructed by Messrs. d'Almeida and Mason, was for the defendant-appellant.

Reading the judgment of Sir Peter Grain. Sir Joseph Kemp said in part:—This is an appeal from the judgment of Sir Henry Gollan sitting as Chief Justice in which he gave judgment for the plaintiff. The defendant now appeals against the whole of the judgment in the Court below.

The judge in the Court below, after hearing the respondent, Li Po-kwai on oath found "that on the execution of the assignment a resulting trust in favour of the plaintiff" arose, and that the presumption of advancement in favour of the son had been rebutted. "The judge also found that the use by respondent of the name Li Kan did not make him a party to any fraud and that the failure to take reasonable precaution of calling for the title deeds (the 1917 assignment) fixed him (the present appellant) with knowledge of the fact that the son had no beneficial interest but was merely a trustee of one undivided moiety and that that 'omission constituted gross negligence'."

Resulting Trust.
The judge decided that the property in question was free from the mortgage of March 7, 1929, and he made an order that the present appellant re-assigned the moiety mortgaged to the present respondent.

The judgment continued it was now argued on behalf of the appellant that the evidence of Li Po-kwai taken on oath in the Court below was not admissible against a third party who was not a party to the deed and that evidence could not be heard to vary or contradict the deed. Therefore, there was no evidence on which to find as a fact that the assignment of 1917 was a resulting trust. It was further argued that there was no negligence by him (the appellant) or his agent in not asking for production of or inspection of the 1917 assignment when entering into the 1929 mortgage, and certainly not such negligence as would amount to gross negligence which would establish either "imputed notice" or "constructive notice" to the appellant or his agent, that the son Li Nga had no beneficial interest in the 1917 assignment.

Nor was the negligence sufficient to give the 1917 assignment priority over the 1929 mortgage. It was further argued that under the 1917 assignment, the son Li Nga was clothed with apparent authority to dispose of his moiety of the property by reason of the statement in that deed that the son had paid \$15,000 as the consideration for the assignment to him and that consequently the present respondent was estopped from denying that his son had a beneficial interest in the property. The judge found that the evidence was not sufficient to establish that the son had paid \$15,000 as the consideration for the assignment to him and that consequently the present respondent was not estopped from denying that his son had a beneficial interest in the property. The judge found that the evidence was not sufficient to establish that the son had paid \$15,000 as the consideration for the assignment to him and that consequently the present respondent was not estopped from denying that his son had a beneficial interest in the property.

1917 deed was in the nature of a resulting trust it should have been registered in some form in addition to the registration of the assignment deed in 1917.

After giving Sir Henry Gollan's law quotations, the Chief Justice said:—The witness was cross-examined and it appears to me on reading the evidence that his testimony was unshaken. Moreover, although the son of the witness was a party to the case, being one of the defendants, he does not come to give any evidence and one must therefore assume that he accepts, as well as his co-defendants, the statements made by Li Po-kwai, the plaintiff.

Under these circumstances it would be impossible for this Court to over-rule the finding of the judge that the assignment was a resulting trust.

His Lordship then dealt with the question of registration. His Lordship said it had been found as a fact that the 1917 assignment created a resulting trust and that the assignment had been registered. Consequently he held that there was nothing further to register and it was outside the Ordinance No. 1, of 1944.

"Gross Negligence."
"The learned judge in the Court below finds that there was 'gross negligence' on the part of the appellant and his agent in not calling for the production of the 1917 assignment, the memorial of which appeared on the register, and that that negligence was sufficient to postpone the legal estate of the appellant (then defendant) to the equitable rights of the respondent (then plaintiff). After quoting the facts and law regarding this point, his Lordship stated 'I consider that the gross negligence in this case is quite sufficient to support the decision of the learned judge below and therefore uphold his decision on this point. It has been also argued on behalf of the appellant that the respondent is estopped from denying that his son had any beneficial interest in the property by the fact that on the face of the assignment is set out the fact that the son had paid \$16,000 as consideration for the property assigned and par. 532 Volume 18 of Halsbury's Laws of England is cited."

But to set up estoppel it is necessary that certain events occur and are proved viz., intention that it was acted upon and that the person who did act upon the representation thereby prejudiced his position. In this case all these elements are missing. The appellant and his solicitor never saw the assignment and there has not been the slightest evidence that the respondent intended the statement of consideration to be acted upon. Indeed, he always kept the deed in his own possession and no one saw it but himself. The misrepresentation must be the proximate cause of the alleged position. I am therefore of opinion that the argument of estoppel cannot be maintained in this case. The judgment concluded: "I have heard nothing to cause me to disagree with the judgment of the learned judge below. Therefore, I

hold that this appeal be dismissed with costs. Sir Joseph H. Kemp, K.C., (Chief Justice) also read his judgment, which in effect concurred with the judgment handed down by Sir Peter Grain.

CROWN LAND IN KOWLOON.

Trespasser in a
Quandary.

TIMBER TO BE REMOVED

The adjourned summons against Wong King for occupying Crown land without a permit from the Hon. D.P.W. was again mentioned before Mr. T. S. Whyte-Smith this morning.

Mr. A. C. Burford, land bailiff, appeared on behalf of the P.W.D. Mr. F. H. Loseby, defending, reminded his Worship that at the last hearing his client was given a fortnight to remove. Now his client found that the expenses exceeded the value of his property and he subsequently sold it. Mr. Loseby understood that the timber on the site would be transhipped to Canton within three weeks.

New Police Court? Mr. Loseby added that he understood, though he could not say for sure, that the site was wanted for the erection of a new Police Station or Police Court. He would ask for a period of three weeks within which to clear off.

Inspector R. H. E. Marks said that he had been instructed by the D.S.P. (Mr. D. Burlingham) to inform his Worship that the site, which was close to the Yaumatei Police Station wall, was to be cleared for traffic. They would not have an obstruction of timber up against the wall as in time of trouble it might be a covering for "bad eggs."

Not for Police Court? His Worship: You see, Mr. Loseby, the Police want the place cleared for traffic. So it is not for a new Police Court!

At this stage, Mr. Burford intimated that a summons to clear from the site was served on Mr. Loseby's client on June 24. Last night he called at the site and found that still nothing had been done. As neither the Police nor the Government were in an immediate hurry he would ask his Worship to grant a month for the site to be cleared of its timber. His Worship intimated that Mr. Loseby had asked for three weeks and not a month. The defendant was accordingly granted three weeks.

CAN'T DEFY THE COURT.

Stern Reprimand to Car
Owner.

RACE FOR "LAST WORD."

When a Chinese named Jackson Doo appeared before Mr. R. E. Lindsell this morning, he was addressed sternly by the Magistrate in the following term:—

"You see fit to defy the order of this Court, do you?"
Doo: I was too busy to come up, so I sent my chauffeur to instead.

Magistrate: He was told that his appearance was not acceptable to the Court and you were to appear personally a week later, and yet you did not come."

Doo: My chauffeur did not tell me that.

Traffic Sergeant Baker: I told him myself to come up on Tuesday, and I warned him that if he failed to do so a warrant would probably be issued.

Doo: I understood him to say that the chauffeur could come instead. In any case, I know nothing about the matter. The chauffeur knows more about it than I.

Mr. Lindsell then charged Doo with leaving his car No. 2156 unattended in Gresson Street on the night of August 9-10.

Doo: Yes, but I have a garage for the car on the ground floor of house No. 14.

In answer to the Magistrate Sergeant Baker said the car was outside house No. 14.

Doo: Perhaps it was left out.

(Continued at foot of next column.)

NEW ROUTE TO EUROPE

BAGDAD LINK WITH
MEDITERRANEAN.

DESERT RAILWAY

SCHEME FOR SUEZ
CANAL TRADE.

Bagdad, Yesterday.

Definite progress is being made with the project of a railway, 600 miles long, directly connecting Bagdad with the Mediterranean, which, it is anticipated, will be the alternative route from Europe, not only to Iraq, but also to the Far East.

A number of British engineers employed on the Iraq Railways, who have a practical knowledge of the working conditions on the desert railways, is being lent to the British firm which will undertake immediately the planning of a survey of the railway from Bagdad to Haifa.

It is expected that the railway will take five years to complete. It will be built in conjunction with the proposed pipe line from the oilfields in Iraq to the Mediterranean. The new line will divert a considerable volume of Middle Eastern trade from the Suez Canal.—Reuter.

FINE WEATHER.

The Royal Observatory's weather report states:

Pressure is abnormally high to the north of Tokyo. Pressure gradients are shallow over the China Sea.

Forecast:—Light, westerly or variable winds; fine.

Rainfall. Rainfall to-day nil. Rainfall since January 1, 66.50 inches against an average of 64.81 inches.

Temperature and Humidity. The temperature and humidity at certain specified centres this morning at 6 o'clock were:—

	Temp.	Humid.
Hong Kong	79	92
Macao	79	91
Pratas Island	81	86
Manila	75	92
Foochow	82	91
Amoy	80	91
Swatow	80	92
Chefoo	70	91
Shanghai	77	98

PRESS PEER ILL.

RECOVERY REPORTED OF LORD
BEAVERBROOK.

London, Yesterday. Lord Beaverbrook has recovered from his indisposition.—Reuter.

Early Cable.

Lord Beaverbrook, who is on a yachting holiday, has been taken ill with food-poisoning on his yacht in Dover harbour.

A doctor has been summoned from London in addition to a Dover doctor, but the patient's condition is not serious.—Reuter.

side because the staircase was being repaired.

Magistrate: The car could not yet in, you mean?—I really don't know much about it, but I should imagine so.

Whose business is it, the chauffeur's?—No, the owner of the garage.

So the garage is not yours, you merely pay to store your car there?—Yes, and the owner of the garage should have been made to answer this charge.

Having ascertained from Sergeant Baker that it was a fact that the staircase was being repaired and that there was another car parked outside, and the owner of this had also been summoned, Mr. Lindsell remarked that Doo's explanation was a reasonable one and he would accept it. Doo was accordingly discharged.

As Doo was about to leave the Court, his Worship said sternly: "Understand now that if you get a summons to this Court you must answer it yourself."

Doo: Yes, but in this case I know nothing about it, and I thought that my chauffeur would have been of more use to the Court.

Magistrate: You may go.

MAN WITH BLINKING EYES.

Couldn't See to Snatch
a Handbag.

MAGISTRATE NOT DECEIVED

Remanded by Mr. H. R. Butters yesterday for an effort to find Mr. Tong, the Chinese gentleman described as a new arrival in the Colony, who effected the arrest of a bag snatcher, Mok Lai, the accused in the case, made another appearance before his Worship this morning.

Inspector McWalter reported that Mr. Tong could not be found. The man, he explained, was new to the Colony and in giving particulars to the Police he supplied his name and said that he lived in Caine Road, but did not know the number of the house. In the circumstances it was not impossible to find him.

The accused, who had yesterday claimed that he was half blind and had been the victim of wrongful arrest, to-day played up his alleged affliction for all he was worth by continuously blinking at the Magistrate.

This led Mr. Butters to inquire if the accused blinked like that at the time of his arrest. Beginning of the Blinking. Miss S. Remedios, the complainant in the case, said that defendant was quite all right then, and added "He started this when he got into the charge room."

An Indian Police constable who took the accused over from Mr. Tong, said that he actually saw him running fast down Wing Kat Street with Mr. Tong and the ladies after him. Witness joined in the chase and saw Mr. Tong catch the man. There was nothing wrong with the accused's eyes then.

Asked if he wished to make a statement, accused said "I was wrongly arrested. I can't see, so how could I have stolen the lady's bag?"

Magistrate: Is that all you have got to say?—That is all.

Mr. Butters convicted and passed sentence of one year's hard labour and 24 strokes of the birch.

AMAZING METAPHOR OF DICTATOR.

Constitution Like "A
Piece of Rotting Meat."

"PUTRID CABBAGE"

Warsaw, Yesterday.

Marshal Pilsudski, who was summoned to form a Cabinet after the crisis on August 23, and who frequently in the past has expressed his contempt of parliamentary institutions, now told an interviewer of the Government organ, Gazeta Polska, that his chief anxiety was to alter the constitution, which was at present "like a piece of rotting meat, mixed with foul bacon and putrid cabbage. The entire work of Parliament stinks so that the air is poisoned."

He added that his greatest care would be to defend the State Treasury against deputies who wanted to spend money for their Party toilets.—Reuter.

MANIA FOR MOTOR CYCLES.

Another motor cycle has been reported stolen. The thief seems to have a partiality for B.S.A. machines as the latest one to be stolen is also of that make. It bears licence number 811 and is the property of Lieut. A. H. Musson, R.A., who lives at the R.A. Mess, Kowloon.

Lieut. Musson left the cycle in the stand outside the Star ferry wharf at 8.55 p.m., and when he returned from Hong Kong at 11.60 p.m. it had disappeared.

There is a suspicion, the China Mail learns, that these stolen cycles are being taken to Canton and disposed of there.

CHIEF JUSTICE ON CHINESE ESTATES

"GRAVE RISKS OF PERSONAL
REPRESENTATIVES"

"SERIOUS BREACHES OF TRUST."

LAU FAMILY DISPUTE SETTLED

The Chief Justice, Sir Joseph H. Kemp, K.C., gave judgment for plaintiffs this morning in the case in which Lau Yick-cheuk, administrator of the estate of Lau Ping, deceased, sought an order for the return of certain properties in the hands of Lau Lam Shi, executrix of the will of Lau Yu-fong, on the grounds that they were actually purchased with moneys out of the estate of Lau Ping.

In granting the declaration asked for His Lordship said that in view of the serious breaches of duty and ignorance of duty of the administrators a temporary safeguard would be added by which defendant would return the properties to plaintiff when required, for immediate sale. The net proceeds of such sale should then be paid into Court forthwith.

THE JUDGMENT

His Lordship in giving judgment said: In this case the plaintiff, Lau Yick-cheuk, as administrator de bonis non of Lau Ping, deceased, claims against Lau Lam Shi, executrix of Lau Yu-fong, deceased, a declaration that certain properties, subject to certain existing encumbrances, form part of the estate of Lau Ping, deceased, and were bought by the plaintiff and the said Lau Yu-fong out of moneys, forming part of the said estate, and were held by them, the plaintiffs, and Lau Yu-fong, as administrators of the said estate.

The plaintiff also claims an order for the assignment of the properties to the plaintiff by the defendant. The defendant put the plaintiff to the proof of the above allegations. She called no evidence herself.

Ancient History.

Lau Ping, Yuen Oi Yu, and Lau Ng were partners in the Kung Yuen firm. Lau Ping died in 1898, leaving four sons as his beneficiaries, i.e. Lau Siu-cheuk (now deceased), Lau Yu-fong, Lau Yick-cheuk, and Lau Kwai-cheuk. Lau Yu-fong died in 1927 and Lau Yick-cheuk is now the sole surviving administrator de bonis non of the estate of Lau Ping. Yuen Oi Yu died in 1911, and Lau Ng in 1918. Without any authority by Lau Ping's personal representatives allowed his share to remain in the Kung Yuen firm and they have never wound up the estate, and by this serious breach of duty they have rendered themselves liable to the beneficiaries, to whom they may at any time have to account in accordance with the principles of section 42 of the Partnership Ordinance, 1897. In fact and in law the position appears to be that the firm was reconstituted, though not perhaps expressly, on the death of Lau Ping and that his sons were admitted as partners. Similar reconstitutions appear to have taken place upon the death of Yuen Oi Yu, Lau Ng, and Lau Yu-fong. The Kung Yuen firm has all along been carried on as an ordinary Chinese partnership. A special account was however kept under the name of Lau Kwong Yuen Tong, and this name was, I find as a fact, understood by all parties, including the parties of the Kung Yuen and the legal personal representatives of Lau Ping, as a name for the estate of Lau Ping. I also find as a fact that any moneys credited to that account were so credited with the assent of the above parties and with the common intention that they should be held in trust for the beneficiaries of that estate. I need hardly add that it does not, however, follow that the assets of Lau Ping's estate are confined to that account.

Payments to Account.

In carrying on the business of the Kung Yuen, and in dealing with the Lau Kwong Yuen Tong account, the legal personal representatives of Lau Ping, or some of them, appear to have been guilty of several breaches of duty, e.g. the failure to administer the estate even after thirty two years, and the mortgaging of the Yuen Yuen Godown property to the Hong Kong and Shanghai Banking Corporation to secure the overdraft of the Kung Yuen firm. I wish to say nothing to minimise the gravity of such breaches of duty, which might entail very serious consequences on the legal personal representatives of a deceased person; and if the course followed in the case of this estate is a common practice in the case of Chinese partnerships I think that the legal personal representatives of a deceased partner run a grave risk if they follow it, as the beneficiaries remain entitled to the value of the share of the deceased partner at the date of his death, plus either the profits attributable to the use of his share of the partnership assets or eight per cent. per annum upon the amount of such share, at their option. This risk is run even if the legal personal representatives have acted in perfect good faith.

Question Not Affected.

All this does not, however, in my opinion affect my finding that all parties intended that all moneys paid into the Lau Kwong Yuen Tong account should be regarded as part of Lau Ping's estate. It was argued on behalf of defendant that, though the oral evidence may have been to the above effect, the manner in which the moneys credited to the Lau Kwong Yuen Tong were dealt with, and the way in which the Kung Yuen firm was carried on and in which its profits were distributed, show that those so dealing and acting were not acting on behalf of the estate of Lau Ping at all. I cannot agree.

A Temporary Safeguard.

I am therefore prepared to make the declarations asked for. It will, however, be made without prejudice to any question which any of the beneficiaries may be able to raise as to the propriety of the encumbrance subject to which the declaration must be made.

In view, however, of the serious breaches of duty to which I have referred, and to the ignorance of those duties which has been displayed, I am not prepared to order the properties to be assigned to the plaintiff without some temporary safeguard. The defendant will therefore be ordered to assign the respective properties in question to the plaintiff when required by him to do so for the purpose of the immediate sale of the respective properties, and the plaintiff will be ordered to pay the net proceeds of any such sale forthwith into court to await any order which may be made in the administration action O.J. action No. 156 of 1930, which has been begun by the present defendant.

I think that Lau Lam Shi acted quite reasonably and properly in defending this action as she did. I therefore think that on the authorities cited on her behalf she is entitled to her costs as between solicitor and client, out of the estate.

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Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taifoo Sanatorium	1090
Mt. Davis	877
Bowen Road (Horseback)	297
Mainland.	Feet.
Kowloon Peak	1971
Taiwan Shan	5154

GOVERNMENT NOTICES**PUBLIC AUCTION.**

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on **TUESDAY, the 2nd day of September, 1930, at 3 p.m.,** at the Office of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Boundary Street, Kowloon Tong, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

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Hong Kong, 25th August, 1930.

HONG KONG CLUB.**NOTICE.**

AN EXTRAORDINARY GENERAL MEETING of the Club will be held in the Club House on **FRIDAY, the 5th September, 1930, at 5.30 p.m.** Business:—As set forth in the notice posted in the Club.

By Order,
T. A. ROBERTSON,
Lieut.-Col.
Secretary.

Hong Kong, 27th August, 1930.

LAMMERT BROS.

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CAIRO MURDER.**BRITISH GIRL SHOT WHILE IN FIANCE'S SIDECAR.**

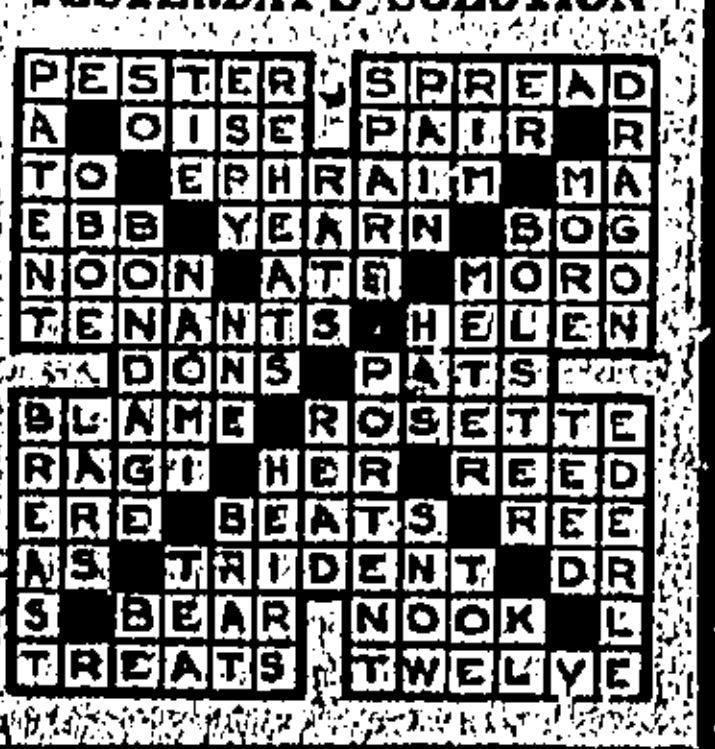
Miss Eileen Smith, a 19-year-old girl, was murdered while driving with her fiancé in his motor-cycle combination in Cairo. She was the daughter of an official in the firm Egyptian Markets, Ltd., whose headquarters are in London.

The murder took place on a lonely road on the outskirts of Cairo at 10 o'clock in the evening. The couple, who were on their way home, had pulled up for a moment when two natives suddenly appeared and fired at point-blank range.

Mr. Ronald Lilley, the girl's fiancé, who is a British constable attached to the Royal Guard, ducked and avoided injury, but Miss Smith, seated in the sidecar, received the contents of one barrel of a sporting gun in her left side and died at once.

The murderers immediately turned tail and, so far, have not been caught. The Public Security Department has announced that the motive for the outrage was probably robbery, but, according to a later rumour, which has not been confirmed it was the outcome of a dispute between Mr. Lilley and some Egyptians in a cafe.

Miss Smith, who was born in Egypt, lived with her parents at Heliopolis.

YESTERDAY'S SOLUTION**BURGLARS AT MR. PERRY'S HOUSE.****B.A.T. Manager Seizes Man in Bathroom.****CRIMINAL AT NINE.**

Tientsin, August 16.
When Mr. F. A. Perry, Departmental Manager of the British-American Tobacco Co., at Tientsin, returned to his residence at No. 104 Oxford Road at about 4 o'clock yesterday morning he found two Russian burglars in the house.

The intruders apparently heard Mr. Perry coming and rushed into the bathroom. Mr. Perry entered the house, went to the bathroom and seized one of the burglars but was unable to prevent the second man from making his escape and taking away with him various articles including some small ingots of silver.

The burglars had obviously prepared to carry away two trunks which were standing on the floor of one of the bedrooms laden with booty. The house had been ransacked and everything was turned upside down.

Mr. Perry held on to the man he had seized and called for the B.M.C. police who came and took the burglar to the police-station. Here his name was found to be Nikolai Kotoff with a record of previous convictions in 1926 and 1927. The B.M.C. police immediately set about an energetic search for the other man. A search of the doss-houses in the ex-Russian Concession was made without delay and in one of these a man named Victor Borisenko was found asleep. He was arrested on suspicion and on being searched a silver match-box inscribed with the initials "F.A.P." and several small ingots of silver were found in his possession. He was taken to the B.M.C. police station.

Borisenko, it appears, who is also known under the aliases of Shishin, Shneider, Korniloff and Shiloff, was first arrested for theft in 1918 in the name of Shneider when he was only nine years old and was then sent by the authorities at Harbin to his parents at Chita on account of his youth. He returned to China, however, and resumed a life of crime. In 1926 he was deported from China as a dangerous character, but again returned and on being arrested for being concerned in further robberies was sent under escort to Pogradichaya for deportation. He again crossed the frontier into China and continued his evil life.

It appears that in this instance, Kotoff and Borisenko got over the



QUEEN'S present Sue Carol in "The Big Party." The romance of a shop-girl and her "boy friend," played against a variegated setting, ranges from a Third Avenue tenement to an elaborate roof bungalow and a gorgeously modernistic modiste's establishment, and further adorned with delightful comedy and half a dozen of the season's catchiest songs—that, in a nutshell, is "The Big Party." A talkie film.

CENTRAL features William Powell and Richard Arlen in "The Four Feathers." A war in which the casualties were almost as large as those of the world conflict forms a thrilling background for this Paramount film. The Dervish Rebellion against the British in the Sudan in 1881 cost more than 6,000,000 lives. A magnificent spectacle throughout. A sound film.

MAJESTIC.—"Vanity" deals with a debutante reared to regard life as a careful matched pattern with certain standards by which all people may be judged. Always she has done the correct thing, but on the eve of her wedding she follows a mad impulse, believing that no one will ever know. Unpleasant results follow and Barbara learns the futility of vanity, finding that human nature reacts according to environment. Even murder becomes understandable to her. A silent film.

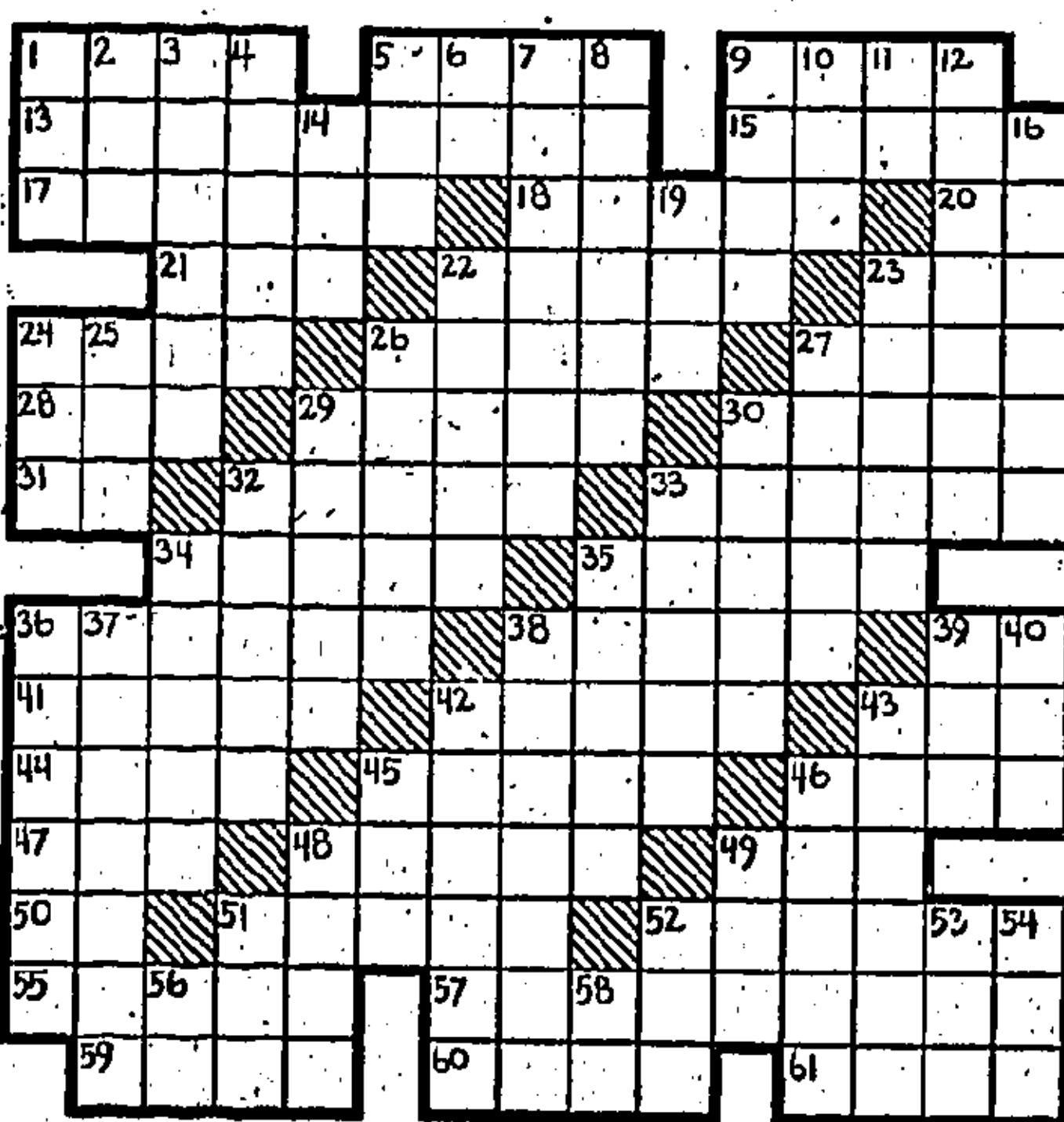
STAR features John Barrymore in "Eternal Love." It is a story of love and passion, of deep hatreds and gay abandon, of tense moments and breath-taking climaxes. The high Swiss Alps and the simple folk who dwell in one of the villages provide the locale for "Eternal Love." A silent film.

WORLD presents "The Legendary Vixen," a Chinese drama.

wall of the yard of the house and Borisenko then swarmed up a pipe and opened a bedroom door leading on to a verandah and admitted his accomplice.—Peking and Tientsin Times.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|----------------------------------|---------------------------|--------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Boat | 43-Poem | 22-Region of clouds |
| 2-Orient | 44-Dwelling | 23-Cover with disgrace |
| 3-Hulled Indian corn | 45-Produced | 24-Bird's claw |
| 13-Boat with projecting rowlocks | 46-Set free | 25-Part of verb "to be" |
| 15-Wide-mouthed pithere | 48-Stroke in billiards | 26-Pattern |
| 17-A sea | 49-Clear | 27-Emit rays of light |
| 18-Pertaining to the nose | 50-Prefix. Well | 28-A railroad dining car |
| 20-Exclamation | 51-Annoy | 29-Self-respect |
| 21-Same (Scott) | 52-Parvot | 30-Bundles |
| 22-Cotton part of lamp (pl) | 53-Showy | 31-Possessive |
| 23-Watering place | 54-Brilliant | 32-Possessive |
| 24-Large wooden hall | 55-Footwear | 33-Possessive |
| 25-Plunder | 56-Stepped | 34-Plunged into water |
| 26-Store | 57-Biblical seaport | 35-Slip |
| 27-Limb of body | 58-Intervening | 36-Intermittent |
| 28-Portals | 59-Cut short | 37-Instinctualities |
| 29-Apprent | 60-Lament | 38-Coarse |
| 30-Fruit | 61-A court or hall | 39-Hasten |
| 31-Fruit | 62-Heaven | 40-Conjunction |
| 32-Fruit | 63-Heaven | 41-Away |
| 33-Elementary reading book | 64-Heaven | 42-Pay in advance |
| 34-Fruit | 65-Agriculture (abbr.) | 43-Swiss river |
| 35-Fruit | 66-Extended area of land | 44-Explosive |
| 36-Fruit | 67-Big waves | 45-Small particle |
| 37-Fruit | 68-Pointed implement | 46-Possessive |
| 38-Fruit | 69-Pronoun | 47-Brother (abbr.) |
| 39-Fruit | 70-Bring forward | 48-Marry |
| 40-Fruit | 71-Planning machine | 49-Make a mistake |
| 41-Fruit | | 50-Stain |
| 42-Fruit | | 51-Exclamation |
| 43-Fruit | | 52-Prefix. Together |

(The solution of the above cross-word puzzle will appear in tomorrow's issue along with a new cross-word puzzle.)

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A warrant for the arrest of the comrade of the Equitable Eastern Banking Corporation, who absconded on August 2, was issued during the week. A reward of \$15,000 is offered for information leading to the arrest of the man, who is sworn to have stolen silver bars to the amount of \$884,132.83. The OVERLAND CHINA MAIL contains full details.

A European clerk of the N.A.A.F.I., who pleaded guilty to the embezzlement of funds to the amount of over \$2,000, was fined \$250 at the Magistracy, counsel on both sides making eloquent pleas for leniency. The OVERLAND CHINA MAIL contains a complete report.

Items of special interest to coastal marine officers, exclusive to the OVERLAND CHINA MAIL, are included in the present issue.

The latest and most comprehensive information on the situation in China, including articles by a special correspondent, also appears in the OVERLAND CHINA MAIL.

Local sport of all sorts is dealt with by the OVERLAND CHINA MAIL, special attention being paid to the newly-opened baseball season, and the race for honours in the Lawn Bowls Leagues.

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NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Europe
S.S. "FIUME" L.	Sept. 7	Sept. 7
S.S. "CARIGNANO"	Sept. 9	Sept. 9
S.S. "VENEZIA" L.	Aug. 31	Oct. 8
M.V. "CHILDA"	Oct. 1	Nov. 8
S.S. "TEVERE"	Oct. 7	Oct. 18

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ASAMA MARU	Thursday, 18th September.
TAIYO MARU	Sunday, 22nd September.
SEATTLE, VICTORIA via Shanghai & Japan Ports.	Wednesday, 24th September.
HIKAWA MARU	Wednesday, 24th September.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	Saturday, 6th September.
KATORI MARU	Saturday, 6th September.
KASHIMA MARU	Saturday, 20th September.
SYDNEY & MELBOURNE via Manila & Ports.	Tuesday, 23rd September.
ATSUTA MARU	Tuesday, 23rd September.
AKI MARU	Tuesday, 21st October.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 11th September.
KAGA MARU	Thursday, 11th September.
MALACCA MARU	Saturday, 27th September.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	Saturday, 30th September.
HEIYO MARU	Saturday, 30th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	Tuesday, 9th September.
KAWACHI MARU	Tuesday, 9th September.
NEW YORK, BOSTON via Panama.	Monday, 1st September.
KUMA MARU	Monday, 1st September.
TAKETOYO MARU	Sunday, 21st September.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	Tuesday, 16th September.
LYONS MARU	Tuesday, 16th September.
CALCUTTA via Singapore, Penang & Rangoon.	Saturday, 30th August.
ALCUTTA MARU	Saturday, 30th August.
HAKODATE MARU	Monday, 8th September.
SHANGHAI, KOBE & YOKOHAMA.	Sunday, 31st August.
MURORAN MARU	Sunday, 31st August.
AKITA MARU	Friday, 5th September.
SUWA MARU	Saturday, 6th September.
SIBERIA MARU	Wednesday, 10th September.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore, Colombo, Suez and Port Said.	Wednesday, 10th September.
AMAZON MARU	Friday, 10th October.
ALASKA MARU	Friday, 10th October.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	Friday, 20th August.
LA PLATA MARU	Friday, 3rd October.
BUENOS AIRES MARU	Friday, 3rd October.
BOMBAY—Via Singapore & Colombo.	Wednesday, 3rd September.
SUMATRA MARU	Friday, 19th September.
HAMBURG MARU	Friday, 19th September.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.	Sunday, 28th September.
CHICAGO MARU	Sunday, 28th September.
CALCUTTA—Via Singapore, Penang & Rangoon.	Monday, 1st September.
TACOMA MARU	Monday, 1st September.
VICTORIA, SEATTLE, TACOMA & VANCOUVER.	Wednesday, 3rd September.
LONDON MARU (from Kobe)	Wednesday, 3rd September.
MELBOURNE—Via Manila, Brisbane & Sydney.	Wednesday, 3rd September.
SYDNEY MARU	Wednesday, 3rd September.
HAMBURG—Via Hothow & Pakhoi.	Saturday, 25th October.
NEW YORK—Via Japan ports & Panama.	Saturday, 25th October.
SANTO MARU	Saturday, 25th October.
JAPAN PORTS.	Thursday, 4th September.
SEATTLE MARU	Thursday, 4th September.
AMUR MARU	Saturday, 13th September.
SHUNKO MARU	Sunday, 21st September.
KEELUNG—Via Swatow & Amoy.	Sunday, 21st September.
TAKAO—Via Swatow & Amoy.	Sunday, 21st September.
TAKAO & KEELUNG.	Sunday, 21st September.
SOURABAYA MARU	Wednesday, 10th September.

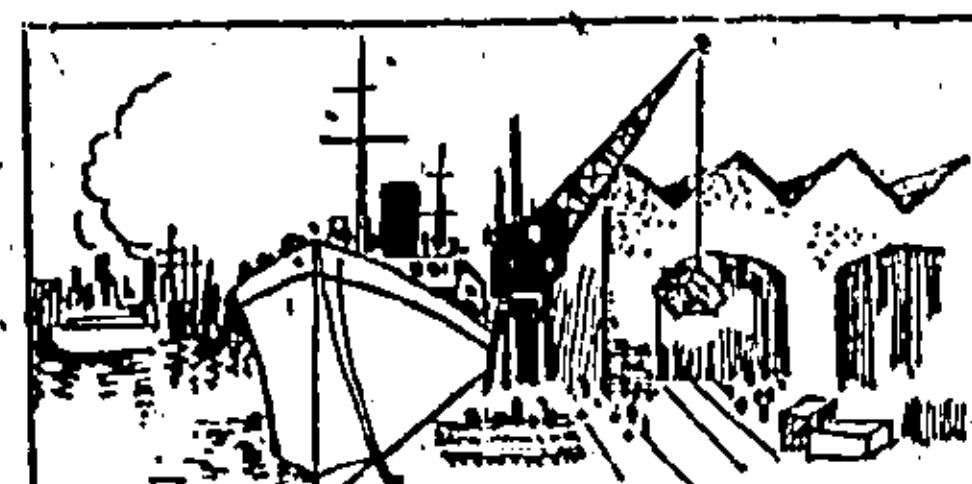
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Shipping Intelligence.

DIVERGENT VIEWS.

INSURANCE OF TRAVELLERS BY SEA.

In view of the forthcoming conference of the International Maritime Committee at Antwerp, preliminary reports have been issued by that body on subjects to be discussed. These include the proposed scheme for the insurance of passengers by sea to replace the existing legal liabilities resting on shipowners, which vary in the different countries. In a paper by the French Association of Maritime Law on the insurance proposal, now published, it is pointed out that when, three years ago, a draft International Convention was suggested, such as would receive the general support of the representatives of passengers and shipowners, the French members of the conference considered that the system of an International Convention was the only one which could satisfy their legal conception of the question. Two years ago the International Shipping Conference waived, it is recalled, the idea of a "universal law" and decided in favour of introducing a "new burden under the guise of voluntary insurance offered by the shipowner to his passengers." Both shipowners and passengers would be at liberty to accept or decline the scheme. Of this proposal the French Association of Maritime Law is frankly critical, maintaining that the insurance of passengers would be dependent on a kind of convention for the validity of the scheme in the law courts of all countries, and doubts whether the objects could be obtained at present in the way suggested.

The Norwegian Association of Maritime Law writes, on the other hand, that Norwegian shipowners, together with the shipowners of the other northern countries, have always been opposed to an International Convention on compulsory passenger insurance, but it admits that their attitude might be different if it were decided to introduce passenger insurance by way of a voluntary contract. The Italian Association of Maritime Law expresses the view that it would be very difficult, if not impossible, for the jurisprudence of the Italian Courts to recognise as valid the clauses contained in a passage ticket such as were proposed by Sir Norman Hill, unless they were altered substantially, "as was admitted by the greater number of the delegates of the various States at the Amsterdam Conference." It is clear, therefore, that agreement has not yet been reached on the best means of approaching the question. Incidentally, the Italian Association of Maritime Law suggests that it would be of great interest to undertake the study of questions affecting the arrest of ships and the procedure of execution on ships. Subjects definitely proposed by the International Maritime Committee for discussion include "jurisdiction and penal sanctions in cases of collisions on the high seas involving loss of life or personal injury."—The Times.

ALL-ELECTRIC.

THREE FROM BRITISH YARDS IN PAST FEW WEEKS.

Exhaustive trials have been carried out on the new electrically propelled fruit carrier *Musa*, built by Messrs. Workman, Clark & Messrs. Elders and Fyfe's banana trade. This ship is to be chartered to the United Fruit Co., for their Boston-New York-Caribbean service and with a 7,000 horsepower British Thomson-Houston propelling motor driving a single screw, has a speed of about 18 knots.

She is thus one of the fastest fruit-carrying ships in commission, and has a fruit capacity of 135,000 cubic feet, displacing 10,620 tons on a 22-foot 8½ inches mean draft. There is also excellent accommodation for a limited number of passengers and a motor. One output supplies the current to the propelling motor.

The *Musa* is the third all-electric ship to leave a British shipyard in the last few weeks.

FUMIGATION OF GRAIN CARGOES.

Experiments Made by Colombo Microbiologist.

In his annual report Mr. B. G. de Glanville, Chairman, Colombo Board of Immigration and Quarantine, speaks of the experiments in fumigation of grain cargoes.

He says that experiments in fumigation of grain were carried out by Dr. Hirst, the City Microbiologist, under grant from the Legislative Council. These experiments form part of a research programme undertaken for Ceylon on behalf of the Plague Commission of the League of Nations. Dr. Hirst hopes to publish his report shortly. Dr. Hirst's investigations and conclusions will, no doubt, form a valuable addition to the knowledge and literature on the question of disinfection of grain. For our immediate purposes in Colombo their practical bearing may be summarised as follows:—(1) That it is desirable so far as possible, to prevent the access to the Customs premises of rats coming from the plague infected area in the Pethah. (2) That until steps are taken to render rice stores in this area rat free, or until the rice now stored there is stored elsewhere in rat-free stores, steps taken to render imported rice free of infection would only deal with a part of the problem, and will leave unaffected a very considerable possible source of spread of plague both in Colombo and Upcountry. (3) That fumigation of imported rice, and possibly also of other grains, is possible, but would be expensive, and also that it would be only partially effective unless the lighters in which the rice or grain is brought to the shore are also disinfected.

The most economical course would appear to be the fumigation of imported rice and grain in the lighters in which it is landed; and the possibility of special equipping lighters for this purpose, and of providing a staff to initiate the process of fumigation in each lighter before it leaves the ship's side so that fumigation will be complete, or nearly complete, by the time the lighter arrived at the quay side, calls for further investigation.

"WET" SHIPS v. "DRY."

U.S. OWNERS' ANGER AT BRITISH "ADVANTAGE".

New York, July 15.

American shipowners are preparing to protest to the Government against the chartering of the Royal Mail steamship *Ararua* by the Atlantic Cruises Tours Company to take a party to witness the American Cup yacht races off Newport in September.

The plan proposes a nine-day cruise, during which the vessel would follow the yachts, then proceed on short cruises, returning each day in time for the start of racing, and finally return to New York without touching port.

Mr. H. B. Walker, President of the American Steamship Owners' Association, declares that there are sufficient American vessels to accommodate spectators, but they must remain "dry." He states: "Of course, I do not know whether this is a 'wet' or 'dry' ship, but there are rumours to the effect that camels do not constitute the cargo."

Behind the protest is the resentment of American owners, who find themselves seriously handicapped by the fact that many Americans frankly tell them they prefer to travel by foreign vessels, where they may escape from Prohibition without waiting until they reach their destination.

Out of courtesy to American owners the National Tours Company, which with the Cunard Line arranged a series of tours without a destination other than a return to New York, modified its plan by touching Halifax. It is considered probable that some such arrangement may be made by Atlantic Cruises.

CONSIGNEES' NOTICES

Consignees of Cargo, per s.s. "Benroch" are reminded to take delivery of their goods which will be subject to rent after August 20. Consignees of cargo ex M.V. "Africa" are reminded to take delivery of their goods which will be subject to rent after September 8.

EMPRESS OF CANADA

MISSION FATHERS ARRIVE IN COLONY.

Included among the passengers on the R.M.S. *Empress of Canada* who disembarked at Hong Kong to-day were the following:—The Revs. C. Murphy, E. Toomey, T. Donovan, F. McGee, G. Gilligan, Brother Jude, and Dr. H. Blaber, of New York, Maryknoll Mission Fathers, proceeding to South China Mission under the Rt. Rev. Bishop J. E. Walsh at Kongmoon, South China.

Others disembarking at Hong Kong include Mrs. W. N. Kennedy, en route to the Federated Malay States, Miss P. J. M. Salmond, of Singapore, and Mrs. R. W. Wilson of Sumatra.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

	Aug. 25	Aug. 26
Shiuhing	9.7	10.2
Tsingyuen	6.5	6.1
Samshui	4.5	4.9
Shengkung	4.0	4.5

The highest levels on record are:—Shiuhing, 41 feet; Tsingyuen, 29.2 feet; Samshui, 27.3 feet; Shengkung 15.5 feet.

The lowest level on record at Samshui is minus 5 feet and at Shengkung minus 2.7 feet.

WARSHIPS IN PORT

The following British warships are in harbour to-day:—*Cicala*—In dock.
Osiris—In dock.
Oswald—In dock.
Seraph—South wall.
Serapis—South wall.
Sterling—North arm.
Tamar—Basin.

Foreign.
Adamastor—Portuguese cruiser.
Argus—French gunboat.
Helena—American gunboat.
Hai Fu—Chinese gunboat.
On Pak—Chinese gunboat.

SHIP EXPLOSION: MORE ARRESTS.

Three more arrests have been made in connection with the recent explosion on the pleasure ship *Britannia* at Southend.

One man has appeared in Court charged with doing damage to the extent of £850.

It is probable that four men will appear in Court charged with conspiring together to set fire to the ship.

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC 14 DAYS FROM CHINA AND 9 DAYS FROM JAPAN TO CANADA AND U.S.A.

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia	Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 25	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14
Empress of Canada	Mar. 12	Mar. 15	Mar. 17	Mar. 19	Mar. 27
Empress of Russia	Mar. 25	Mar. 28	Mar. 31	Apr. 2	Apr. 11
Empress of Japan	Apr. 4	Apr. 7	Apr. 9	Apr. 11	Apr. 19
Empress of Asia	Apr. 17	Apr. 20	Apr. 23	Apr. 25	May 4

(Call at Nagasaki the day after departure from Shanghai)

HONG KONG—MANILA SERVICE.

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Emp. of Japan	Sept. 24	Sept. 26
Emp. of Asia	Oct. 7	Oct. 9

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FRI.	12th	MON.

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S.S. "CITY OF CHESTER" 7th October.

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S. S.	Tons	From Hong Kong About	Destination
KASHGAR	9,965	30th Aug. Noon	Marseilles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,910	13th Sept.	Bombay, Marseilles & London.
ALIPORE	5,273	17th Sept.	Strait, Colombo & Bombay.
KASHGAR	9,965	27th Sept.	Marseilles, London, Hull, Rotterdam & Antwerp.
MALWA	10,980	11th Oct.	Marseilles & London.
KHYBER	9,114	25th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MACEDONIA	11,120	8th Nov.	Bombay, Marseilles & London.
NAGPORE	5,283	15th Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
KARNATA	9,128	22nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
RAWALPINDI	16,619	6th Dec.	Bombay, Marseilles & London.
KALYAN	9,143	20th Dec.	Marseilles, London, Hull, Rotterdam & Antwerp.
RANCHI	16,650	3rd Jan.	Marseilles & London.
KASHMIR	9,985	17th Jan.	Marseilles, London, Hull, Rotterdam & Antwerp.
COMORIN	15,132	31st Jan.	Marseilles & London.

* Cargo only. † Calls Casablanca.
Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALMA	10,000	11th Sept.	Singapore, Penang & Calcutta.
SHIRALA	7,341	17th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	30th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,006	16th Oct.	Singapore, Penang & Calcutta.

B.L. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*TANDA	9,950	5th Sept.	Manila, Thursday Island, Townsville, St. Albans
ST. ALBANS	4,500	3rd Oct.	Brisbane, Sydney & Melbourne.
NELLORE	6,853	31st Oct.	Brisbane, Sydney & Melbourne.

* Will call Sandakan & Zamboanga.

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hobe, Cebu, Kolambungan, Tawao, Timor, Darwin, or other ports en route as indicated.

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHGAR	9,965	29th Aug. 6 a.m.	Shanghai, Moji, Kobe & Yokohama.
*BERRIMA	—	31st Aug. 7th Sept.	Shanghai & Kobe.
TAKADA	6,949	7th Sept.	Amoy, Moji, Kobe, Yama & Osaka.
ST. ALBANS	4,500	12th Sept.	Moji, Kobe, Osaka & Yokohama.
MALWA	10,980	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	28th Sept.	Amoy, Moji, Kobe & Osaka.
KHYBER	9,114	28th Sept.	Shanghai, Moji, Kobe & Yokohama.
MOBEA	10,954	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
*KARNATA	9,128	20th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEDONIA	11,120	24th Oct.	Shanghai, Moji, Kobe & Yokohama.
RAWALPINDI	16,619	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,143	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
RANCHI	16,650	6th Dec.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	9,985	20th Dec.	Shanghai, Moji, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

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All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.

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SHANGHAI: 100, Nanking Road, Hong Kong. Tel. 1700.
HONG KONG: 100, Nanking Road, Hong Kong. Tel. 1700.
HONG KONG: 100, Nanking Road, Hong Kong. Tel. 1700.

PASSENGER LISTS.

ARRIVALS.

Per Peninsular and Oriental Steam Navigation Company's s.s. Kashgar from London, on August 27:

Mr. J. Joyce, Mr. E. R. Clemo, Miss S. A. Massey, Miss L. Alcock, Mr. R. Dormer, Dr. G. V. Griffith, Mrs. and Miss Shields, Mr. and Mrs. Stevenson, Matron E. Quinton, Miss M. MacGregor, Mr. F. B. Hunter, Mr. P. L. Collinson, Mr. F. H. Smyly, Miss A. C. Gair.

Per s.s. Empress of Canada on August 28:—

Mrs. Wm. Kennedy, Mrs. R. W. and Master Wilson, Miss A. Gill, Mr. G. T. Hitt, Mr. R. T. Woods, Miss M. H. Bergstrom, Mrs. M. I. Ware, Mr. E. J. Dowley, Miss J. McGeechie, Mrs. R. H. and Miss J. Gregory, Mr. J. R. Roxburgh, Mr. G. E. Costello, Mr. S. Brown, Mr. T. Y. Deane, Mr. W. Brower, Mr. S. M. Alaraka, Mr. Von Sick, Mrs. W. Brownrigg, Miss C. C. Imrie, Mr. A. N. Block, Mr. H. A. Declouet, Mr. C. Mycock, Mrs. D. Miss M. and Mr. B. Dick, Miss Watson, Miss M. Kirkwood, Mr. and Mrs. Trosion, Mrs. P. M. Bennett, Mr. H. O. T. Burkwall, Mr. and Mrs. C. G. Fuson, Miss Eliz. Langley, Mrs. A. L. Fuson, Rev. C. Murphy, Rev. Edm. Toomey, Rev. Thomas Donovan, Rev. F. McRae, Rev. Geo. Gilligan, Brother Jude, Dr. Harry Blaber, Mrs. R. O. and Mr. R. A. Sykes, Miss C. Buck, Dr. and Mrs. W. H. Craig, Mr. P. J. Julyan, Mrs. Rose Baste, Miss Gertrude Glassman, Mr. C. J. Martin, Mr. C. M. Xavier, Miss G. and Miss K. C. Heard, Mr. and Mrs. P. J. Hopkins, Miss Lorna and Mr. Ronald Schulz, Mrs. A. J. Ermakoff, Mrs. M. and Miss Thelma Young, Miss L. T. Lee.

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THE EAST ASIATIC CO. LTD., COPENHAGEN.

The Motor Vessel, "AFRIKA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 3rd September, 1930, at 4 p.m., will be subject to rent.
All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Ashie on the 2nd September, 1930, at 10 a.m.
All claims against the vessel must be presented to the Underwriter before the 6th September, 1930, or they will not be recognised.
No Fire Insurance will be effected. Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.
Agents.
Hong Kong, 27th August, 1930.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO, ANTWERP, LONDON, STRAITS AND MANILA.

The Steamship, "BENRECH"

Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong & Kowloon Wharf and Godown Co., Ltd., where delivery can be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 29th August, 1930, will be subject to rent.

All claims against the steamer must be presented to the Underwriter on or before the 12th September, 1930, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 28th August, 1930, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

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Agents.
Hong Kong, 22nd August, 1930.

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ARRIVALS OF SHIPS.

Wednesday, Aug. 27.

Afrika, Danish s.s., 5,486 tons, Capt. Himmelsstrup, from Singapore, Kowloon Wharf.—J. Manners & Co.

Bremerhaven, German str., 917 tons, Capt. W. Rohr, from Rabaul, buoy No. C49.—Melchers & Co.

Canton, French str., 976 tons, Capt. F. L. Morvan, from Haiphong, buoy No. C40.—M. M. & Co.

Canton Maru, Japanese str., 2,320 tons, Capt. Y. Iwasaki, from Swatow, O.S.K. Wharf.—O.S.K.

Corona, Norwegian str., 1,953 tons, Capt. E. Stormer, from Canton, Stonecutters.—Dodwell & Co.

Ginsen Maru, Japanese str., 2,590 tons, Capt. Yamagata, from Sakito, buoy No. A25.—Y.K.K.

Hai Ning, British str., 2,085 tons, Capt. A. H. Stewart, from Fochow via Amoy and Swatow, Douglas Wharf.—Douglas Laiprak & Co.

Hang Sang, British str., 1,356 tons, Capt. L. H. Hutchings, from Swatow, West Point Wharf.—J. M. & Co.

Helikon, British str., 1,214 tons, Capt. W. Anderson, from Saigon, buoy No. C45.—Wo Fat Sing.

Hop Sang, British str., 1,359 tons, Capt. P. R. Gay Cuming, from Canton, buoy No. B32.—J. M. & Co.

Hydrangea, British str., 561 tons, Capt. P. W. Grierson, from Swatow, Chiu On Wharf.—Chiu On & Co.

Kine Maru, Japanese str., 1,261 tons, Capt. K. Hirazawa, from Canton, buoy No. B48.—O.S.K.

Klung Chow, British str., 1,545 tons, Capt. C. Stringer, from Canton, buoy No. B12.—B. & S.

Liang Chow, British str., 1,220 tons, Capt. John Taylor, from Swatow, buoy No. C89.—B. & S.

Lim Chow, French str., 1,591 tons, Capt. P. B. Morganti, from Canton, buoy No. C43.—Sing Kee & Co.

Lushan Maru, Japanese str., 1,507 tons, Capt. R. Nagayama, from Canton, buoy No. C41.—N.Y.K.

Melko Maru, Japanese str., 2,759 tons, Capt. Ohara, from Swatow, buoy No. B50.—Y.K.K.

Penang Maru, Japanese str., 3,230 tons, Capt. R. Agawa, from Shanghai, Kowloon Wharf.—N.Y.K.

Sagara Maru, Japanese str., 1,097 tons, Captain S. Matsumoto, from Swatow, buoy No. C49.—M.E.K.

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Fortnightly sailings on Tuesdays. Fortnightly sailings on Tuesdays.

Pres. Madison Tues., Sept. 2. Pres. Cleveland Tues., Sept. 2. 7

Pres. Jackson Tues., Sept. 23. Pres. Pierce Tues., Sept. 15

Pres. McKinley Tues., Oct. 7. Pres. Taft Tues., Sept. 30

£120, £112 Special through rates to Europe via United States, direct connections with all Atlantic lines. Choice of rail lines across

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a.m. a.m.

Pres. Adams Sun., Sept. 7. 8 Pres. Johnson Sun., Oct. 5. 8

Pres. Harrison Sun., Sept. 21. 8 Pres. Fillmore Sun., Oct. 19. 8

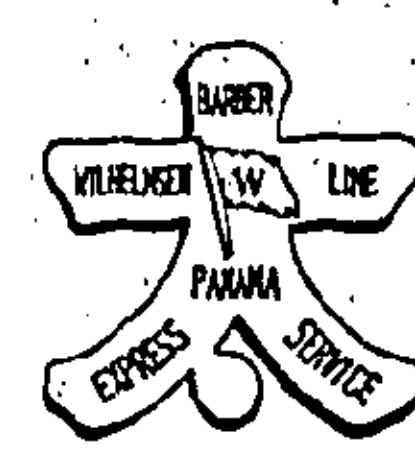
TO MANILA

Pres. Madison Aug. 30. 6 p.m. Pres. Jackson Sept. 13. 6 p.m.

Pres. Pierce Sept. 9. 6 p.m. Pres. Taft Sept. 23. 6 p.m.

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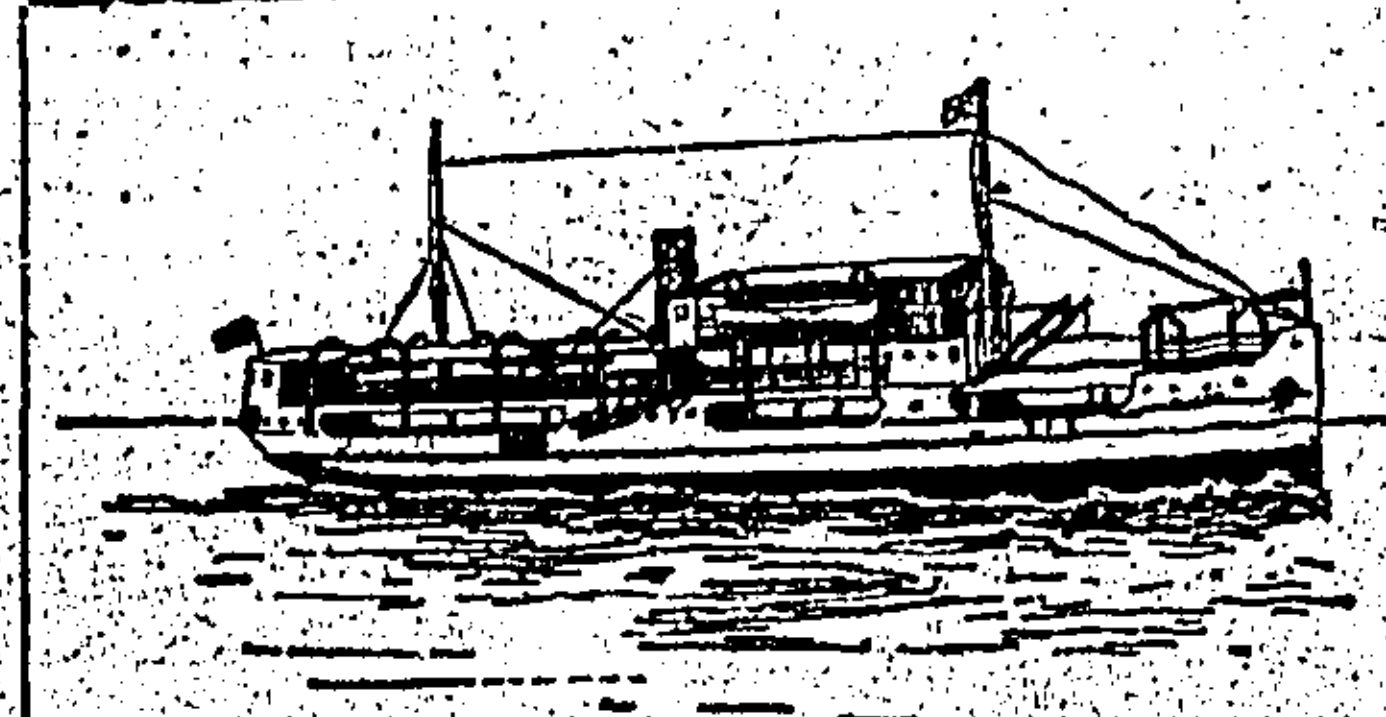
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Hong Kong, Thursday, Aug. 28, 1930.

AGRARIAN POLICY.

In the New Territories we have an interesting economic problem, which our land officers and agricultural experts have ever been zealous to solve. The difficulty lies not so much in adjusting the old ways and means to the new, but in persuading the agrarian population not only to adopt modern machinery and more scientific methods, but to accept the co-operation of the Government, to practise thrift, and to adopt the excellent profit-sharing schemes which underlie the agrarian policy that the Government is attempting to introduce. It was not to be expected that the peasant-farmers would immediately follow the advice of the District Officers and turn their backs upon the ancient ways of their forefathers. They knew how to grow rice better than anybody else in China, and they were not going to plant potatoes, or cabbages, or turnips. The buffalo plough, too, was good enough for them; they wanted no new-fangled, foreign ideas. They are beginning to see the light now, however, and the efforts of our agricultural advisers have met with response in many cases, and in others with at least some show of interest. It is interesting to see how this evolutionary process in agriculture has progressed in other parts of China.

In Kwangtung Province there was established in July of this year a Bureau of Agriculture and Forestry, associated with the Department of Reconstruction, the aim of which was to render

official service to the farmers and to aid the welfare of the rural population. Now Kwangtung is a land possessing a wonderful climate, fertile soils, and free irrigation, and is suitable for almost every kind of crops; yet her importation of rice amounts to \$100,000,000 every year. The fact is that only one-tenth of the area of Kwangtung is under cultivation. Here is the danger; the prevalent, ancient methods of farming cannot produce enough to feed the growing population. Therefore it is apparent that there is an urgent need of educating the farming classes in the cultivation of better crops, in economic co-operation, and at the same time increasing the area under cultivation. To this end the Reconstruction Department of the Kwangtung Provincial Government has established the Bureau of Agriculture and Forestry in Canton.

The organisation of the Bureau comprises the following divisions: agronomy; horticulture; animal husbandry and veterinary work; agricultural chemistry; rural economy and agricultural extension. In the Forestry section there are silviculture, forestry administration, and forestry extension divisions. The aim of the various divisions is the increase of food production, so as to make the Province self-supporting and self-sufficient, and the welfare of the rural population.

More than thirty experienced agricultural and silvicultural scientists are being employed to improve seed strains and livestock; and work into the question of manuring for higher production, scientific feeding of animals for meat and milk, the eradication of insect diseases, and the utilisation of modern machinery for cultivation and irrigation, is being achieved. The researches of the experts are carried out in the rice and sugar cane experimental stations, horticultural gardens, the anti-hog cholera and anti-rinderpest laboratories, the institute of soil survey, the agricultural chemistry laboratory, and at the institute of entomological research.

The results of these scientific researches will be extensively assimilated, as the Bureau is always closely in touch with the farmers. In addition, there are many branch bureaux in all parts of Kwangtung Province. Among the activities of the Bureau is the distribution of better rice seeds and the improved "Cantonese chickens" to farmers in the neighbourhood of Canton; and they are given personal in-

struction in the growth of winter beans for ploughing under the soil in the Spring as green manure. The results are being immensely appreciated by the majority of farmers, for the good seeds, together with the green manuring, have increased the yield from three or four piculs per mow. The first co-operative credit society will soon be established in a village near Tungshan; and this will solve the farmers' financial difficulties. In addition, an irrigation work is being carried out near Tungshan, and shortly more than 2,000 mows will become fertile arable land.

News in Brief.

Friends of Mr. Robert Vallarino, the Panama Consul-General, will learn with pleasure that he is now convalescing after undergoing an operation in the Peak Hospital.

Judgment was entered against the Chinese business woman, Mak Ying, yesterday in the Supreme Court by Sir Joseph H. Kemp, K.C., in the case in which Mak Ying was sued by the Ho Shing firm for the recovery of \$2,200. His Lordship held that the woman was not a manager but partner in the Ying Fat Bank.

The s.s. Venezia was yesterday sold at auction to Mr. Yip Wing-kwok, of 31, Bonham Strand. Bidding started at \$200,000, and within a few minutes reached the purchase price of \$225,000. Conditions of sale stipulate for the delivery of the ship within three days. Mr. Yip declared after the sale that he had no immediate plans regarding the vessel, but would probably decide within a few days.

As the result of falling into the harbour from the Praya off Whitty Street, a Chinese was yesterday removed by the West Point Police to the Government Civil Hospital suffering from the effects of immersion. At the hospital it was ascertained that the man was Fung Lang-ho, (25) of 26, Shekling Street, Kowloon City. He is not yet well enough to give an explanation as to how he got into the harbour.

MISS RUBY HARPER.

BIRTH CELEBRATION DINNER.

Mr. and Mrs. Andrew Harper entertained over one hundred friends at the Tai Koon Restaurant, Yaumatei, last night, the occasion being the celebration of the birth of their second daughter, Ruby.

The evening proved to be a very happy re-union, many of the guests meeting again after several years. The scene throughout was a most animated one.

A troupe of Chinese actors entertained the guests prior to dinner being served. Later the customary toasts were exchanged, and at the conclusion of the evening Mr. Harper voiced the thanks of the guests to their host. Mr. Harper replied in characteristic manner.

CHINESE WIVES.

PROVISION FOR ADMISSION TO UNITED STATES.

By an Act of the Congress of the United States, approved June 13, 1930, it is now provided that Chinese wives of American citizens, who were married prior to the approval of the Immigration Act of 1924, which was approved May 26, 1924, may now receive visas to proceed to the United States, provided conclusive proof of the marriage occurring prior to May 26, 1924 is submitted.

The procedure connected with the application requires that the husband execute a petition in which the essential facts of his citizenship and marriage are set forth, and to which there are attached the affidavits of two American citizens attesting to the truthfulness of the statements made therein. This petition is then forwarded by the applicant to the Commissioner General of Immigration of the Department of Labour, who is empowered to approve or disapprove of such petition. If the petition is approved it is so endorsed and forwarded to the American Consulate General and is the authority for the issuance of a visa to the wife of the petitioner.

The regulations state that the two citizens attesting to the petition must be residents of the United States. The petition must be executed before an American Consul. If the husband is abroad and must then be forwarded by the petitioner to the United States for completion.

NANKING PLANS A NEW ATTACK.

Big Offensive to Be Launched Against Shansi

EVACUATION OF CHENGCHOW.

Canton, Yesterday.
With the occupation of Lushan, in the heart of Honan, on August 24, the Nationalist left wing are now pushing in two directions—one to Paofung, and the other to Moak Bridge, via Yushien—with the object of cutting the rebels' communications between Hauchang and Chengchow on the Ping-Han line.

The Nationalists' centre column have advanced as far as Big Rock Bridge. General Ho Ching-chun, C-in-C. of the 3rd Army Corps, who proceeded to the Ping-Han front on August 24, personally directing the operations, has ordered his forces to capture Hsueh-chang with the least possible delay.

In order to facilitate the direction of the campaign, the G.I.Q. of the 3rd Army Corps have been removed from Chumai to Lulho. Big Offensive.

After an interview with Marshal Chiang Kai-shek, the tactics drawn up to launch a big offensive against the Shansi insurgents in Tehchow have been adopted by General Han Fu-chu, C-in-C. of the 1st Army Corps. General Han will hereafter take charge of the military affairs on the Tsin-Pu line. His forces of the 1st Army Corps assisted by another contingent of National troops are now advancing toward their designated positions, according to plans, and new development is expected shortly.

Besides leaving a portion of National forces to assist General Han Fu-chu on the Tsin-Pu line, the rest are now continually pouring into the Lung-Hai line. Yesterday witnessed the transport by train of a contingent of the 13th division under Hsia Tao-yen from Tsinan to the south. According to military circle, the National troops on the Tsin-Pu line will be concentrated on the Lung-Hai line within a week, when the order of opening hostilities on a large scale on Kalfeng and Chengchow will be issued.

Doubtful Troops.
Acting under orders, General Chen Cheng has led the Central forces of his division from the Tsin-Pu line to the western sector of Shantung, in order to combine with the Shantung forces under Chen Tiao-yuan for a clearance of Shih Yu-san's remnants in that sector.

Before carrying out the next stage of an offensive against the rebels, Marshal Chiang has, the report says, intended to recall some divisions of the Nationalists from the Tsin-Pu front for the early extermination of the doubtful troops under Koo Kwei-chu in Chucheng, east Shantung; under Shih Yu-san in west Shantung and under Sun Tien-ying in east Honan.

The latest report has it that the National General Ma Hung-kuei has succeeded in capturing over 1,000 rebels under Koo Kwei-chu, who attempted to escape from Chucheng which has been in a state of siege since the last 10 days.

On the Lung-Hai Line.

The concentration of large contingent of Nationalists on the Lung-Hai Line indicates the determination of Marshal Chiang for the early capture of Kalfeng and Chengchow. It is generally believed that with the heavy pressure of such a big body of Nationalists, including those transferred from the Tsin-Pu line, it would prove too stout for the Kuomintang to resist, and so the evacuation of Kalfeng and Chengchow is imminent as soon as the Nationalist general attack begins. —Canton News Agency.

TROPICAL LONDON.

ALMOST HOT ENOUGH FOR TOPEES!

OVER 90 IN THE SHADE.

Rugby, Yesterday.
After weeks of unsettled weather the greater part of England to-day and yesterday has been sweltering in a heat wave. The shade temperature at three o'clock yesterday afternoon in London was 86, and to-day at the same hour was 92 degrees. This has been the hottest August day since 1911, when a record temperature of 100 was reached at Greenwich on the 11th.

There have been only five other Augusts this century in which London's temperature went into ninety, and in only two of these was such extreme heat registered as late in the month as August 27.—British Wireless Service.

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PRIVATE WATCHMAN AND BRIBERY.

APPEAL AGAINST CONVICTION

Yesterday afternoon Mr. H. R. Butters heard evidence in the case in which a private watchman employed by the Banque Franco-Chinoise is charged on several counts of obtaining bribes from various hawkers by posing as a member of the Police Force. At the conclusion of evidence, his Worship convicted and imposed a fine of \$200 or three months' hard labour for impersonating a Police Officer, and six months' hard labour, without the option of a fine, for taking bribes. The jail terms are to run concurrently. Notice of appeal was given by Mr. A. E. Hall, who appeared for the defence.

The prosecution's case was that accused approached a fruit hawker in Wellington Street at 6 p.m. on August 17. He asked the price of pears and agreed to buy a catty for 20 cents. Then he changed his mind and, saying that he was a member of the Police Emergency Squad, demanded 20 cents from the hawker. The latter paid the money and then followed the accused until he saw a Chinese constable, to whom he laid a complaint.

When the constable questioned the accused he said that he was stationed at Central Station. The constable replied that he, too, was from Central, and he did not recognise the accused. With this he took accused to the station, where he was searched. Subsequently, when accused's arrest became known to other hawkers, six other men went up and laid further charges against the accused of obtaining bribes from them on the pretext of being a policeman. All these six offences were stated to have been committed during the week previous to August 17.

SUB-ATOMIC ENERGY

A VAST STOREHOUSE WHICH CANNOT BE TAPPED.

If scientists ever discover the key to sub-atomic energy it will be possible to carry in a teacup a year's supply of fuel for a great generating station of any thing up to 100,000 kilowatts capacity.

Professor A. S. Edington, Plumian Professor of Astronomy at Cambridge University and director of the observatory there, made this promise when addressing the World Power Conference. He declared that if the secret were ever discovered it would mean supplies of energy so illimitable that the idea of fuel economy was not to be thought of.

The energy existed in everything we handled, and the fuel in the teacup might be water or anything else that was handy. Some secret store of energy must be feeding the stars; otherwise they would have been dead and cold long since. It seemed plain, therefore, that the "cup of water" maintenance was in operation in the stars.

Professor Edington estimated that in order to tap a large supply of sub-atomic energy, matter would have to be heated up to a temperature of 40,000,000 degrees (Celsius), and, if this was so, he added the chances of making a commercial success of it were not very promising.

Ten Years Ago.

[From the "China Mail" August 28, 1920.]

To-day's dollar is worth 4/3 3/4.

That there is a crisis imminent amongst the officers and engineers in the ships of the three big companies seems apparent when it is remembered the demands that were made by the China Coast Officers' Guild and Engineers' Guild for a 50 per cent. increase in salaries all round has not been met.

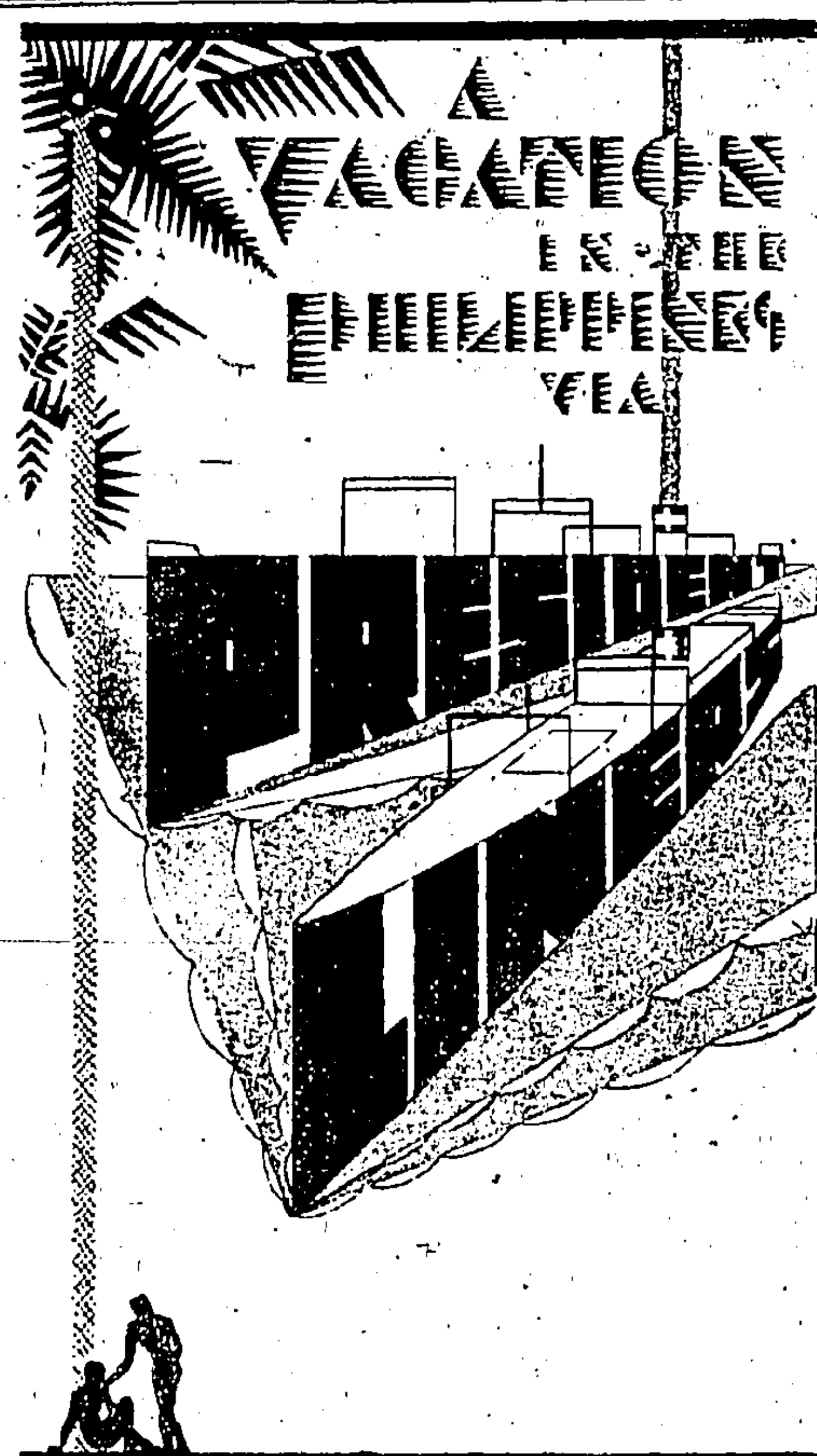
It is to be hoped that the present unrest amongst the floating staffs of the various companies will be amicably settled for there is little doubt that the Guilds will be prepared to force the issue in the event of need.

Ten Years Hence.

[From the "China Mail" August 28, 1930.]

The Kwangtung Provincial Government has convened a conference of officials and representatives of the Treaty Powers to concert joint measures for the effective suppression of piracy in South China.

Following on the arrangements for a typewriting contest in the Colony comes the intimation that another competition is to be held to decide who is the best shorthand writer locally.



An interesting book of Cartoons depicting "Happenings" on the China Coast cleverly drawn by
"ALGIE" BENNETT.

PRICE \$1.00

NOW ON SALE at
BREWER & CO., WHITEAWAY, LAIDLAW & CO., LTD.
& EXCELSIOR BOOK STORE

and at the Publishers
THE NEWSPAPER ENTERPRISE LTD.

"CHINA MAIL" BUILDING, WYNDHAM STREET.

POLICE STATION TRAGEDY.

ALLEGED GRUDGES BY EUROPEANS.

Statements by Assailant.

At last a possible reason for the Lok Ma Chau tragedy has been suggested by an Indian witness, Santh Singh, the Indian interpreter at the station. He produced two English translations of statements made by the "amok" (Dalip Singh), in Hindustani, in reply to charges made against him by the Officer-in-Charge, Sergeant Madgwick, and by the A.S.P., New Territories (Mr. W. le Bart Sparrow). Dalip Singh's reply to both these charges contained an allegation that the European Officers concerned bore grudges against him.

SIKH A.S.P. BLAMED.

Santh Singh also disclosed that Dalip Singh complained about his transfer back to Lok Ma Chau on the very day of his arrival there, and blamed the Sikh A.S.P. (Mr. Mohindar Singh) for it, saying: "He transferred me of his own accord." Another disclosure made by Santh Singh was that as the result of his complaint Dalip Singh was sent a few days later to interview the D.S.P., Kowloon (Mr. Burlingham) and later came before the I.G.P. (Hon. Mr. E. D. C. Wolfe, C.M.G.) who ordered Dalip Singh to subscribe \$25 to the Sikh Temple, failing which he would be dismissed. The I.G.P. refused to reconsider the matter of Dalip Singh's transfer to Lok Ma Chau.

Santh Singh concluded his evidence by saying that every one knew that Dalip Singh had a grievance, but, apart from the statements he had produced, witness had heard no complaint by Dalip Singh against either Sergeant Madgwick or his murdered comrade, Chajja Singh.

Houseboy's Version.

At the resumption of the inquiry, the Coroner recalled Sergeant Madgwick's houseboy. This was because of discrepancies occurring in the Indian station guard's testimony when compared with that of the "boy." Replying to a number of questions the houseboy declared that when Dalip Singh got into the compound he had his revolver in his holster. It was by way of the right hand flight of steps that Dalip Singh got into the station. Then he turned to the left toward the inner flight of steps up which he climbed. It was not true, witness said, that Dalip Singh went up the outer stairway.

Coroner: The station guard said he fired six shots at the "murderer" (as you call him) as he crossed the compound?—I did not see the station guard fire a single shot.

Had he done so would you have seen him?—I would have.

Replying to other questions, witness said that between 4 and 4.30 that afternoon he was still in the kitchen, and in the next half-hour, was in or out of that room. About 4.30 he went into the dining-room of the Officer-in-Charge. At that time, there was no machine-gun in the first floor passage, but it could have been there in the next half-hour without his seeing it.

Witness was quite certain that five shots were fired outside before the murderer ran into the compound. These shots were fired at short intervals. Had the station guard fired six shots with his revolver as he stated, witness would have heard them. He did not hear such shots, nor did he catch sight of the station guard again after he ran in through the back door.

Foreman of the Jury: You did not notice the back door was closed before you went into your room?—No.

Unheeded Phone Calls.

Answering other questions by the Foreman, witness stated that he heard the telephone bell in the charge room ring a number of times. Nobody appeared to have attended it the first time, and witness was sure it went unheeded the next two times it rang. Then, when he heard a voice, he recognised it as that of the Indian Lance Sergeant (Jewan Singh) speaking at what witness took to be the telephone. It was speaking in Hindustani, and witness could only discern two sentences spoken in "Cantonese" as saying: "Get the interpreter, get the interpreter!"

Witness was quite sure that it was after dark when he heard the voice. He would say that it was not very long after the first shot was fired, when the telephone bell rang. Twenty minutes later, shots were fired again.

Crown Sergeant Mantan Singh said that he had been stationed at Lok Ma Chau since November

last and was the senior Indian officer there. When the shooting commenced he was in the married quarters. He heard two shots in quick succession and then a third from the direction of the station. Putting on his boots and arming himself he went out. By this time the alarm was sounding. He met the Officer-in-Charge of the station and handed over his rifle and ammunition to Sergeant Madgwick. They then made their way towards the station and got up to as far as the compound wall.

Shots from the Station.

Coroner: On the way up were you fired at?—Yes.

Where were the shots coming from?—From inside the station.

How do you know the shots were fired at you then?—Because the bullets passed near the Officer-in-Charge.

Did you hear them?—Yes.

What happened after the Officer-in-Charge crept up behind the wall?—Then another shot passed by the Officer-in-Charge, and he fired a shot in return.

Could you see what he was doing?—He was firing.

You saw him exchange shots with someone?—Yes.

Did you see who it was?—No. It was someone inside?—Yes.

Witness then returned to the married quarters and later he was ordered by the Officer-in-Charge to go to Sheung Shui for assistance. This was about 5.10 or 5.15 p.m.

Then did you return later with the relief party from Sheung Shui?—Yes.

What time did you get back?—About 6 p.m.

Answering another question witness said that in all he heard about 14 shots fired.

Can you distinguish, after your many years' service, between a rifle and revolver shot?—A rifle shot gives a louder report.

Did you hear any shots whatever that sounded like revolver shots?—I did not hear any revolver shots.

Then they all sounded like rifle shots?—Yes.

Dalip Singh's Demeanour.

The witness was then questioned as to Dalip Singh's demeanour and like previous witnesses he intimated that he noticed nothing unusual with Dalip Singh. He did not hear Dalip Singh express dissatisfaction at having been sent back to the New Territories.

Mr. King: Where were you when the men came out of the barrack room—the four men inside the station?—I was in my quarters.

What made these men come out of the station?—I don't know why they came out of the station.

Coroner: You heard no orders called out to them?—I heard the European Sergeant call out orders to the interpreter in English.

Then it was in consequence of orders given through the *muichhi* (interpreter) that they came out?—Shouts came from the station first.

Mr. King: What was the shout?—It was the voice of B722 which said "don't shoot, I am coming."

Coroner: Before any order for them to come out was given he said "I am coming"?—Yes.

Mr. King: Did he come out?—Yes, he came out by himself.

And when did the others come out?—After ten minutes when the Superintendent (Mr. Sparrow) and the Divisional Inspector, North, arrived.

Coroner: And what time do you say, roughly, it was when they came out?—7.30 p.m.

Indian Interpreter's Evidence.

P.C. B384, Santh Singh, Indian Interpreter at Lok Ma Chau Police Station, was next called. He said that he had been nearly 8 years in the Force, and held a full certificate in English. Since February he had been station interpreter at Lok Ma Chau.

Coroner: Did you know Dalip Singh at all well?—I became acquainted with him only after he came to Lok Ma Chau.

Did you act as interpreter for him when he made a complaint to the Officer-in-Charge?—Yes.

When?—On the very day of his transfer to Lok Ma Chau.

What was his complaint?—He wanted to know why he was transferred to Lok Ma Chau again.

You mean that his complaint was one of unfair treatment, being transferred back so soon?—Yes.

Who did he blame for it?—The A.S.P., Mohindar Singh, saying "He himself sent me back."

Surely an Indian A.S.P. cannot transfer without reference to a superior?—I don't know. Dalip Singh said "He transferred me of his own accord."

Do you know what action was taken on that complaint?—He was sent a few days later to Talpo to see the A.S.P. New Territories (Mr. W. le Bart Sparrow).

Did you see him when he came back?—No, I was in my quarters.

Did you hear anything from him after?—No.

Nothing at all about this interview?—Except that he had seen the D.S.P. Kowloon (Mr. Burlingham) who had promised to see the I.G.P.

Later he came to Hong Kong to see the I.G.P.?—Yes.

When he came back, did he seem satisfied?—He appeared to be satisfied.

\$25 to Sikh Temple.

Did he tell you anything?—He said that the I.G.P. told him to subscribe \$25 to the Sikh Temple, otherwise he would be dismissed. As for being transferred back from Lok Ma Chau that could not be arranged.

Was this \$25 subscription to the Sikh Temple in the way of punishment?—I don't know.

Here Mr. T. H. King said that that related to a gambling case in the Central Station. Dalip Singh and another man were concerned. The matter went before the I.G.P. and certain decisions were made, a part of which was that Dalip Singh was transferred to Lok Ma Chau. Then the I.G.P. went up North and the case was left in abeyance until his return when it was revised, and Dalip Singh and the other constable were both required to subscribe \$25 to the Sikh Temple.

Coroner (to witness): Did he tell you he had to pay \$25 on account of a gambling case?—Yes.

Do you remember about when this interview with the I.G.P. was?—About 20 to 25 days after his transfer.

Mr. King: The decision was made on July 8.

Coroner (to witness): Was it not, in fact, about ten odd days before the tragedy?—More, I think, I am not sure.

On July 21 you were on duty as station guard from 3 to 4 p.m.?—Yes.

Under The Tree.

That afternoon, before 4 o'clock, I think B543 (Dalip Singh) was sitting under the tree by the compound gate?—Yes.

Anyone else?—Yes, B722.

From what time onward?—From 2.30.

Anyone else there?—L/S. B349.

Surely, he went to bed at 2.30?—They were going and coming.

The Sergeant said he went to bed at 2.15 until the time of the trouble, do you say that is untrue?—He was there about 2.15 or 2.30.

We are talking about after 2.30. Do you say he was there after 2.30?—I did not pay much attention.

You challenge the Sergeant's statement that he went to bed at 2.30?—I don't remember.

Then, who do you remember was there between 2.30 and 4 p.m.?—There were 722, 553, 9 and 315.

Now, 315 also said he went to sleep, do you challenge that?—We all had tea together at 2.30. I don't remember if he was there after.

Do you remember anything B543 (Dalip Singh) did?—No.

Was all quiet and normal when you handed over to 722?—Yes.

And you then went down to the Married Quarters?—Yes.

To sleep, or what?—I did go to sleep.

What aroused you?—I was aroused by my wife and the Sergeant's wife shouting that the alarm was sounded and shots were being fired.

This was about 5 p.m.?—Yes.

Heard Shots.

Did you hear shots fired?—Yes.

Then the Officer-in-Charge, I think, came in?—Yes.

I understand you were sent off to work round to the east of the station?—Yes.

Did you work your way to about half way up?—Yes.

Could you see the front of the station?—No, I did not go as far as that.

How far did you go then?—About 100 yards to the east of where I started.

Did you hear more shots?—Yes.

Did you see anyone fired?—No.

Did any bullets come near you?—Yes, one whistled by. I fired one shot.

(Continued on next Column.)

E. ZIMBALIST.

GREAT VIOLINIST COMING TO COLONY.

UNBOUNDED GENIUS.

To few it is given while still on the threshold of life to achieve the success which comes ordinarily—if it comes at all—only after maturity and experience. Yet that is what Efrem Zimbalist accomplished. This great attraction will shortly be heard throughout the Far East in a great return tour of the Orient under Mr. Strok's management. The measure of his genius knows no bounds. His technique is flawless; the intonation is perfect, the quality of tone superb and utterly individual, complete mastery over bow and violin having been vouchsafed him in childhood by a Nature bent upon a perfect model.

Now an American citizen, Efrem Zimbalist has come to be something of an "institution" in America. He has travelled the length and breadth of the United States, and has been received everywhere with tumultuous enthusiasm. Zimbalist is to-day the most travelled and certainly one of the most popular of the few living geniuses in the violin world. Zimbalist's forthcoming appearances here are awaited with an unusual degree of impatience by hundreds of his admirers.

BAND CONCERT.

MUSICAL TREAT BY THE ARGYLLS.

The band of the 2nd Battalion of the Argyll and Sutherland Highlanders, was the attraction at the fifth open-air concert held on the Kowloon Football Club ground last night. Skillfully conducted by Mr. C. S. Beat, they presented a varied programme with their accustomed skill.

Mr. Beat introduced one or two of the lesser-known numbers, which proved most acceptable. One or two novelty items, and a combined performance by band and pipes, rounded out the bill.

ST. JOHN AMBULANCE BRIGADE

The Hon. Treasurer acknowledges the receipt of the following donation to Brigade Funds:—

Mr. Li Tsze-chung \$20.

What a?—At a window on which I had suspicion.

A window in the Sergeants' quarters?—Yes.

When were you recalled by the Sergeant?—About eight or nine minutes after I left.

You remained there for the remainder of the day?—Yes, at the instructions of the Officer-in-Charge.

That's all right. No one is finding fault with you. Then four men came out of the station?—Yes.

What did you hear before that?—I heard B722's voice shouting.

What time would that be?—Approximately 6.45.

What did he shout?—At first I could not distinguish the words. He shouted a second time "We are alive. We want to come out. B9 has been killed by B543."

Allegations Of Spite.

Santh Singh produced two statements which he said he had translated from reports made in Hindustani by Dalip in answer to charges made against him.

Answering, a charge preferred against him in July, a few days before the tragedy, by Sergeant Madgwick, Dalip Singh alleged that the Sergeant had a spite against him. The decision of this report had not been received by the day of the shooting.

The other statement was in answer to a charge made by the A.S.P. New Territories against Dalip Singh in June. It also contained no allegation of spite against him.

Coroner: Do you attach much importance to the allegation that Sergeant Madgwick had a spite against Dalip Singh?—No, because I knew that the Sergeant bore him no grudge.

In answer to Mr. King, witness said he fired in all 23 shots on the day of the tragedy.

"I mention this," remarked Mr. King, "in defence of the men (in aid); they knew someone was firing from outside."

Concluding his evidence Santh Singh said that everyone knew Dalip Singh had a grievance, but apart from the statements he had produced, witness had heard no complaint by Dalip Singh against either Sergeant Madgwick or Chajja Singh. He knew of no reason for Dalip Singh's action.

The enquiry was adjourned to Friday at 2.15 p.m.

NEW ADVERTISEMENTS.

HONG KONG PHILHARMONIC SOCIETY.

THE First CHORUS Rehearsal for "THE YEOMEN OF THE GUARD" will be held at the CATHEDRAL HALL on THURSDAY next, September 4, at 8.45 p.m. Members of the Society and others who are interested are requested to attend on that date.

H. J. BEST,
Hon. Secretary.
Hong Kong, August 28, 1930.

HONG KONG FOOTBALL CLUB.

THE FIRST PRACTICE for the coming Season will take place on the Club ground on TUESDAY, September 2nd, at 5.45 p.m. All those interested are requested to attend.

H. M. McTAVISH,
Hon. Secretary.
Hong Kong, August 28, 1930.

NOTICE.

SHAREHOLDERS of the Wah King Trading Company of Canton, Hong Kong, Shanghai and San Francisco are requested to note that the business of the company have been liquidated since July, 1927, and the accounts, both foreign and domestic will eventually be squared on the chief manager, Mr. C. Y. FUNG'S return from U.S.A.

C. P. CHAN,
Asst. Manager.
Hong Kong, August 28, 1930.

SHADOWS BEFORE

COMING EVENTS ANNOUNCED IN CHINA MAIL.

Social Function.
Sept. 4—H.K.V.D.C. (Portuguese Co.), annual dinner and dance, Club de Recreio, Kowloon.

Entertainments.
To-day Queen's Theatre, "Big Party."

To-day — Star Theatre, "Eternal Love."

To-day — World Theatre, "Legendary Vixen" (Chinese picture).

To-day — Majestic Theatre, "Vanity."

To-day — Central Theatre, "The Four Feathers."

Sports.
See Special Sports Diary on page 8.

Land Sale.
September 2—At P.W.D. Offices, one lot of Crown Land at Boundary Street, Kowloon Tong, 3 p.m.

Home Mails.
To-day — Inward from Europe via Suez (Kashgar); from America and ports, and Europe via Siberia, (Empress of Canada); Outward for Europe via Siberia (Kashgar), 6 p.m.

Lammeris' Auction.
August 30—At 19, Jordan Road, (2nd floor), Kowloon, household furniture, 11 a.m.

RADIO TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 855 metres:—

6.50 p.m.—Auntie Pat, Uncle Jeff and Uncle Dick will try to entertain the Kiddies.

6.30 p.m.—European Programme of Records selected and supplied by the Anderson Music Co.

Four Ways, Suite (Cortez), Regal Cinema Orchestra (9756).

The New Moon—Selection (Romberg), Evelyn Laye and Male Chorus (2751).

Waldteufel Memories—Fantasia (Finck), Herman Finck & Orchestra (9836).

Daddy, The M.P. ... Billy Bennett, Comedian (5649).

Nights of Fragrance (Ziehrer), Vienna Maidens, Waltz, New Concert Orchestra (9899).

The New Moon—Waiting for You, Evelyn Laye and Chorus (9752).

Cinemat Concerto (Weber), Band of the Garde Republicains of France (9899).

Little Pal, I'm in Seventh Heaven, Organ Solo by Terence Casey (5625).

Echoes of the Valley (Connin), The Merry Brothers, Theournemouth Municipal Orchestra (9821).

Lilac Time—Vocal Glee, Columbia Light Opera Co. (9580).

Mignon—Overture (Thomas), Milan Symphony Orchestra (9759).

8 p.m.—Chinese Studio Concert.
9 p.m.—Weather Report and Local Time.
10 p.m.—Studio Concert continued.

10.30 p.m.—Close Down.

NEW RECORDS EVERYBODY WANTS!



BAND OF H.M. GRENADIER GUARDS.

DX8 — Voyage on a Troopship.

9919 — Marche Militaire.

9073-4 — Wembley Military Tattoo.

9109-10 — Aldershot Searchlight Tattoo.

9065 — Martial Moments — March Medley.

9694 — Fantasia on 17th Century Music.

9221 — The Rose — English Melodies.

9102 — The Thistle — Scottish Melodies.

9246 — The Shamrock — Irish Melodies.

9292 — The Leek — Welsh Melodies.

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"COLONIAL,"
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"HERBERT SUTCLIFFE"
and
"PASTY HENDREN"

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Gene Austin
Record
Hit

Here's some more of that mellow-voiced melody by Gene Austin, singing "Absence Makes the Heart Grow Fonder for Somebody Else." A Hit that will make a Hit with you. Also "Rollin' Down the River" by this same popular artist—a number you won't want to miss. Let us play them for you.

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Searching for You in My Dreams
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GENE AND GLENN (Male and Female)

Cheer Up—Fox Trot (Good Times Are Comin')
Swingin' in a Hammock—Fox Trot
No. 22453, 10-inch
LEO REISMAN AND HIS ORCHESTRA

If You're Not Kissing Me—Fox Trot (from Metro-Goldwyn-Mayer picture, "Good News")
NAT SHILENET AND THE VICTOR ORCHESTRA
You for Me—Fox Trot (from Tiffany picture, "Sunny Skies")
No. 22450, 10-inch
THE HIGH HATTERS

If I Could Be With You One Hour To-Night—Fox Trot
Zonky—Fox Trot
No. 22452, 10-inch
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ALL THE MUSIC YOU WANT
WHEN YOU WANT IT

VICTOR RECORDS

Sport Columns

KENT IN A GOOD POSITION.

Freeman Takes Five Wickets.

TOURISTS: 181.

Canterbury, Yesterday. After their surprising result at Bristol, the Australians met Kent to-day. Taking first use of the wicket the tourists failed before the bowling of Freeman, and it was only due to contributions of 45 from Richardson and Hurwood that the total reached 181. "Tich" Freeman captured half the wickets for 78 runs. Kent scored 87 for the loss of 4 wickets before the close of play thus being 94 runs behind with six wickets in hand. Scores:—
Australians: 181.
Kent: 87—1.
—Reuter.

EBOR HANDICAP.

RESULTS OF GREAT YORKSHIRE RACE.

A DEAD HEAT.

Rugby, Yesterday. The Race of the Ebor Handicap, one of the great races of the year for Yorkshiremen, was run at York. It resulted in a dead heat between Mr. Arkwright's "Gentleman's Relish," and Sir Hugo Hirst's "Coaster." Sir H. Wernher's "Brown Jack" was third, half a length away. Prices were:—20 to 1 "Gentleman's Relish," 100 to 8 "Coaster," and 13 to 2 "Brown Jack."—British Wireless Service.

Our Sports Diary

LOCAL.

Water Polo—To-morrow—Division I.—V.R.C. v. Chinese Bathing Club.
Monday—Division I.—Navy v. R.A.
Wednesday—Division I.—Chinese Athletic v. V.R.C.
Baseball—Saturday—South China v. Filipino Club.
Sunday—Japanese v. Texaco.

Lawn Bowls—Saturday—Division I.—C.S.C.C. v. C.C.C.; Club de Recreo v. K.B.G.C.; Division II.—K.C.C. v. Talkoo R.C.

Racing—September 27—Seventh Extra Race Meeting. October 10 and 11—Eighth Extra Race Meeting.

Football—September 2—H.K.F.C. first practice, Club ground, 5.45 p.m.

September 27—Chinese v. Rest of the League, Happy Valley.

October 1—Entries close for Challenge Shield.

Aquatics—August 31—Entries close for V.R.C. Night Fete, 6 p.m.

September 6—Entries close for Police Reserve Race at Police and Prison Departments aquatic sports: V.R.C. Night Fete.

September 13—Police and Prison Departments Aquatic Sports, V.R.C.

Polo—September 20—Gymkhana, Polo Ground.

Rowing—September 22—Trevelsa Trophy, 4 p.m.

HOME.

Football—Saturday—English League Football commences.

Racing—September 10—St. Leger, Doncaster.

September 12—Doncaster Cup.

ATHLETIC MEET IN UNITED STATES.

Mile Relay Race Won by British Empire.

RECORD MEETING.

Chicago, Yesterday. The following are the results of the athletic meeting held here between the British Empire and the United States:—

400 Yards Relay Race—Won by the United States. 1, Eddie Toland; 2, George Simpson; 3, Russell Sweet; 4, C. Yeland. Time: 37½ seconds.

Mile Relay Race—Won by the British Empire. 1, Wilson (Canada); 2, Walters (South Africa); 3, Brangwyn (Britain); 4, Goulding (Australia). Time: 3 min. 16.4/5 sec. and 4 min.

480 Yards Hurdles Relay Race—Won by the United States. 1, Steve Anderson; 2, Charles Caster; 3, J. H. Halford; 4, Lee Sentman. Time: 59½ sec.

Earlier News.

The Rotary Club gave a luncheon to the United States and British Empire athletes participating in an international contest in Chicago to-night.

The Empire athletes were chosen from the competitors in the Empire Games at Hamilton (Canada).

While most of the British experts only hope to tie, the Americans concede that the Empire has a great chance of victory.

The friendly spirit surrounding the Empire Games at Hamilton has been brought to Chicago. An instance of this was when the British manager found one of the American shot-putters coaching a member of the Empire team.

Following the success of the Empire Games at Hamilton, the Dominions delegates have unanimously agreed to form an Empire Sports Federation to perpetuate the games, and this has undoubtedly drawn Britain and America closer together in the athletic sense. It is understood that the authorities have done their utmost to impress on the American team that this is an occasion for cementing their friendly contact with the flower of the British race from all over the Empire.—Reuter's American Service.

LAWN BOWLS.

SEMI-FINAL OF SPEY ROYAL CUP.

In the semi-final of the Spey Royal Cup Kowloon Dock R.C. defeated the Club de Recreo on the K.C.C. green by 26-15.

Scores:—
Kowloon Dock. Recreo.
W. Hedley H. A. Alves
W. Greig L. C. R. Souza
F. C. Goodman C. G. Silva
R. Lapaley R. F. Luz
(Skip) . . . 26 (Skip) . . . 15

Kowloon Dock R.C. are now in the final. The Talkoo R.C. and the Craigengower C.C. have still to play, the winner of which will meet the Electric R.C. to decide the other team for the final.

WATER POLO.

COMFORTABLE WIN FOR SOMERSETS.

The Somersets, by virtue of superior weight, managed to defeat the China A.A. team in a water polo match at the V.R.C. last night. The score was four goals to one. The Chinese opened the scoring, but at the interval the soldiers led by 2 goals to one. They put on two more in the second half, showing superior combination, although the Chinese were actually the speedier side.

TENNIS.

SECOND ROUND OF HONG DOUBLES.

Playing in the second round of the Hong Tennis Doubles, at the Hong Kong Club, Messrs. J. Thorpe and R. Gray (see 2/4) beat H. J. Armstrong and O. E. C. Martin (1-6/8) 4-3, 6-3, 6-3.

ROUND THE CINEMAS

VIRTUE TRIUMPHS AT THE QUEEN'S.

"THE BIG PARTY."

The best thing one can say about "The Big Party," now showing at the Queen's, is that it may be all right for those who like this sort of thing. By which is meant the story of an extremely poor but incontestably virtuous shop girl with a good figure, who, through no fault of her own finds employment in a cloak and suit shop run by two Jewish gentlemen. It is eventually discovered that her figure is just what was needed to show off gowns to "out-of-town buyers"—and there you are.

The young lady has a beau. He is also poor. So it is only to be expected that a wealthy backer of the film will offer her the use of an "Apartment" which she accepts. These poor and honest girls seem to be amazingly simple. The rest of the plot can be imagined. The same sort of thing used to thrill factory lassies 25 years ago, or more.

In the course of the film we are shown rather "intimate" scenes in the domestic life of three young ladies; although they hardly seem necessary to the action. The best moments come from the cross-talk between the two Jewish partners, who are really funny. "Whispering" Jack Smith, famous on the gramophone records, is also introduced, and sings a couple of songs which hardly enhance his reputation. They deal with love, and bluebirds grey skies, and sunshine, of course. And needless to add, virtue emerges triumphant. And that's that.

Fine Derby Film.

Although not the "star" attraction, the sound film of the 1930 Derby struck the writer as being far more impressive. Here we have all the ingredients necessary for a big "splash." Drama, action, colour, thrills, and genuine human appeal, helped out by some really superb camera work, and a very happy and typical selection of "shots." The race itself is finely depicted, and it is a pity the film is not longer. Movietone News rounds out the bill.

"THE FOUR FEATHERS."

Paramount's "The Four Feathers," the new triumph of the screen, is showing to good houses at the Central Theatre. It is a sensational successor to "Beau Geste." Supreme in story, perfect in photography, admirable in direction, this new story of British army life in Africa does not need dialogue to enhance its greatness.

A superb cast, which includes Richard Arlen, Clive Brook, William Powell, George Fawcett, Fay Wray and others, forms a moderate size directory of blue book screen talent. Lothar Mendes directed with Cooper and Schoedsack, and A. E. F. Mason's narrative is charmingly elaborated.

African wild animals are used with terrific effect, and the magnascope draws the battle scenes up to the magnificent proportion.

We are moved to congratulate all concerned and to endorse this as one of the most entertaining motion pictures in the history of the screen.

"The Four Feathers" is attraction enough for anybody's money, and its vital drama is so intense that it would carry any audience to complete state of satisfaction.

FALL INTO NULLAH

THEORY OF CAR ACCIDENT NOW DISCOUNTED.

With reference to yesterday's report about a Chinese named Wan To-wai (52) of Shiu Un Shan village, Taipo, being found unconscious on the main road suffering from injuries believed to have been received through being knocked down by a motor car, a paragraph appeared in to-day's Police morning reports discounting this theory.

It stated that it has since been ascertained from a statement which Wan made to the Police in hospital, that he had fallen into a nullah when jumping aside to avoid a motor car which sounded its horn behind him. In spite of being injured, he managed to climb back to the road where he became unconscious and was later discovered.

Wan is now making good recovery in hospital.

As the accident occurred at 8 a.m. on Tuesday, it was possible that on account of the darkness the driver of the car did not see Wan fall into the nullah and consequently did not stop.

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RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this.

INWARD MAILS

From	Per
FRIDAY, AUGUST 29.	
U.S.A., Canada, Japan and Shanghai (Seattle, August 9)	President Madison
Shanghai and Amoy	Nanchang
Japan and Shanghai	Kashmir
Calcutta and Straits	Ho Sang
SATURDAY, AUGUST 30.	
Shanghai & Swatow	Sunning
SUNDAY, AUGUST 31.	
Shanghai and Amoy	Tjondari
MONDAY, SEPTEMBER 1.	
Straits	Berrima
Saigon	G. Metzinger
Manila	President Cleveland

OUTWARD MAILS

For	THURSDAY, AUGUST 28.	Per
Swatow	Hydrangea	3 p.m.
Manila	Empress of Canada	3.30 p.m.
Samahai & Wuchow	Tai Ming	4 p.m.
Shanghai, Japan, and Europe via Siberia	Kashgar	
	Registration	Aug. 28, 5 p.m.
	Letters	Aug. 28, 6 p.m.
FRIDAY, AUGUST 29.		
Saigon, Ceylon, India, Mauritius, E. & S. Africa and S. American Ports	La Plata Maru	9.30 a.m.
Swatow, Amoy and Foochow	Hai Ning	2 p.m.
Haiphong	Canton	2.30 p.m.
Amoy	Ho Sang	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles	Kashmir	
	(Due Marseilles, Sept. 27.)	
K.P.O.		
Parcels	Aug. 29, 4.30 p.m.	Parcels
Registration	Aug. 30, 9 a.m.	Registration
Letters	Aug. 30, 10.30 a.m.	Letters
SATURDAY, AUGUST 30.		
Manila	President Madison	4.30 p.m.
Amoy	Anking	5 p.m.

*Superscribed correspondence only

PEKING RAIDED.

NATIONALIST PLANES DROP BOMBS.

PUBLIC INDIFFERENT.

Peking, Yesterday.
Two Nationalist aeroplanes from Tainanfu raided Peking this morning, and dropped a number of small bombs at Huanjientang, which is the headquarters of the "Enlarged Plenary Session" of the Central Executive Council of the Kuomintang; also on an island in the Forbidden City where the Emperor Kwang Hsu once lived, and on the headquarters of the Committee of Public Safety.

According to the Chinese authorities, six bombs were dropped, of which one exploded. This fell on the pathway just outside the old Directorate General of Posts, inside the Chienmen Gate, making a crater three feet deep and six feet wide. It smashed the windows and wrecked furniture stored there, but there were no casualties.

Mr. Nixon, the Postal Commissioner, coming from an adjoining room, picked up a handful of shell splinters.

The populace showed no panic, and appear utterly uninterested.

It appears there is some doubt whether the aeroplanes passed actually over the Legation Quarter, and it is uncertain whether any protest will be lodged with Nanking.—Reuter.

CANTON'S ARMIES.

RECOGNITION OF GOOD SERVICES.

DIVISIONS PROMOTED.

Canton, Yesterday.
The 19th Route Army commanded by Chiang Kwang-nei is now re-organized, consisting of three armies, with two divisions in each army, two brigades in each division and two regiments in each brigade.

The 61st division is converted into an army with General Chiang Kwang-nei as the concurrent commander. Following the promotion of General Tsai Ting-kai to Army commander, the 60th division is also converted into an army.

Due to the above conversion and to the meritorious service of the Cantonese forces in participating in the recent northern campaign, all subordinates of the 60th, and 61st Cantonese divisions have been promoted a step higher. Brigadier Generals Tai Chieh and Mao Wei-shou of the 61st division and Au Shou-nien and Shen Kwang-han of the 60th division have been promoted to the full rank of divisional commanders.

Besides the above mentioned two armies under the control of the 19th Route Army, the 3rd Training Division commanded by Chien Tai-chun will be converted into an army and placed under the direction of General Chiang Kwang-nei.—Canton News Agency.

PROFESSOR'S WILL.

"DRINK TO MEMORY ON STRONG ALE."

CURIOUS REQUESTS.

London, Yesterday.
The executors of the late Professor H. H. Turner announce that he left directions that his body be dissected or otherwise used for the general advancement of science, and that his death should not be made the occasion for a religious service or other ceremony.

He also left a message to his friends hoping that some may care to drink a glass to his memory in any liquor they like, but his preference was strong ale.—Reuter.
[The death of Professor H. H. Turner, Professor of Astronomy at Oxford University, occurred at Stockholm on August 20.]

LIFE AMONG THE IGOROTS.

Philippine Mountain Dwellers.

INTERESTING CUSTOMS.

Far up in the mountains of the Philippine Islands live a hill people known as the Igorots. They are one of many tribes that inhabit the Pacific group, but they have little in common with the others, and have managed to live apart, retaining their peculiar customs and superstitions except when the powers that be call a halt on some that are not in keeping with modern law.

The history of these people is rather vague, but they are believed to be of Malay stock, and having to forage for their food, they were a primitive race up to the time of the American occupation.

Trousers Not Wanted!

Although Baguio, and the country near by, is cold compared to the intense heat of the lowlands, the men wear little clothing, being content with a loin cloth, popularly known as a G-string, and a bright headband; when pressed by the settlement leaders to wear more clothing they adopted a coat and hat to add to their abbreviated costumes, but scorn to wear trousers. They will do out-door work, but much prefer to hunt with their long bows and arrows, rather than to work in the rice-fields, or mine gold in the valleys.

The women wear brightly-coloured costumes of cloth which they weave themselves; and are fond of jewellery. The more prosperous ones wear bracelets of silver that cover their entire arms, and necklaces which are made from the gold found in the hills. It was these people who first discovered the gold that has added to the wealth of the mountain province, but they used it only to make into ornaments, for in the barter and trade system, there was no use for money.

Women's Rights.

Women are permitted much freedom in choosing a husband, but a childless woman must take her place among the men when they hunt in the forest, or share the heavy labour on the roads. Neither men nor women have ever been taught to act as servants and the foreigner must import the more docile races of Filipinos to solve his domestic problems.

The older and less civilized Igorots dislike the settlement and will not venture down unless for some special need or upon Thanksgiving, where for many years, the army has given the hill-men such a feast that few wish to miss. Barbecues and Lechons draw the rude and hungry folk from the furthest corner of the province, and the entire day is spent in games, dances, exhibitions, and feasting. Unlike so many of the primitive Filipino races, the Igorot is not a head-hunter, and is quite content to live in peace with his neighbours.

Fond Of Dog Flesh.

Few, if any, leave the mountains, and they may eventually be absorbed under modern civilization, but it is slow business. They are very fond of dog flesh, and though forbidden by law to indulge in this practice, they are always a great number of fat hounds to be seen on Sunday mornings. The dog is beaten to death with sticks, as the Igorot believes that one killed in this manner will be more tender than when slain in a more humane fashion.

EX-DICTATOR ILL.

New York, Yesterday.
A message from Lima states that it is rumoured Le Guila is dying, as the result of an attack of uraemia, from which he has long been suffering. An American doctor has been summoned to attend him aboard the cruiser.—Reuter's American Service.

CUSTOMS TANGLE.

NANKING AND LENOX SIMPSON.

ANOTHER NOTE.

Nanking, Yesterday.
It is reported that Sir Miles Lampson's reply to the Note of the National Government demanding the deportation and punishment of Mr. Lenox Simpson was received at the Foreign Office yesterday.

While its contents have not been divulged it is stated to be "highly unsatisfactory."

A meeting of the Foreign Relations Committee of the Central Political Council yesterday afternoon discussed the matter and it is stated that another Note will be addressed to Sir Miles Lampson, refuting the arguments advanced by him for refusing to take action towards the deportation of Mr. Lenox Simpson.—Reuter.

HOTEL GUESTS

AT THE HONG KONG HOTEL.

August 27, 1930.
Mr. P. Auge.
Messrs. E. W. Broadwith, Carl Hammerger.
Mr. D. McCosh Clark, Mr. and Mrs. P. Charlier.
Miss J. Fuentes.
Messrs. R. C. Groves, A. O. Glass.
Mr. J. J. Hirst, Mr. and Mrs. J. Haug.
Mr. J. R. Ireland.
Mr. Leo Kraemer.
Miss H. Lillie.
Mr. and Mrs. C. Mather, Capt. C. Mather, Messrs. C. Mey, O. Morgenstern, E. G. M. Motline.
Mr. S. C. Parrett.
Mr. R. C. Riggs.
Mr. A. N. Spencer.
Mr. A. H. Tait.
Mr. H. Ulmer.

EXCHANGES

TO-DAY'S QUOTATIONS

On London—	Bank, wire	1/3 11/16
Bank, on demand	1/3 11/16	
Bank, 4 months' sight	1/3 13/16	
Credits, 4 months' sight	1/4 3/4	
Documentary, 4 months' sight	1/4 1/2	
On Paris—	On demand	810
Credits, 4 months' sight	850	
On New York—	On demand	31 1/2
Credits, 60 days' sight	33	
On Bombay—	Wire	83 1/4
On demand	83 1/4	
On Calcutta—	Wire	83 1/4
On demand	83 1/4	
On Singapore—	On demand	56 1/2
On Manila—	On demand	64
On Shanghai—	On demand	Tls. 82 1/2
Dollar	11 1/4 % dis.	
On Yokohama—	On demand	64 1/4
Sovereigns (Bank's buying rate)	1/4 5/16	
Silver (per oz.)	16 3/16	
Bar Silver in Hong Kong	8 % dis. nom.	
Copper Cash	Nominal.	
Copper Cents	3 % prem.	
Rate of Native Interest	8 1/2 % p.a.	
Chinese Sub. Coin	23 % dis.	
Hong Kong Sub. Coin Par.		

LONDON EXCHANGES

Rugby, Yesterday.	123.775
Paris	486 81/62
Brussels	34.82
Geneva	25.05
Amsterdam	12.08 1/2
Milan	92.975
Berlin	20.39
Stockholm	18.105
Copenhagen	18.16
Oslo	18.165

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 28th August, 1930.

STOCK	Buy- ers	Sell- ers	Sales	Nom.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	\$ 1445		1445		Dec.	[Interim 2 1/2 a/c 1930 Final 7 1/2 a/c 1929 - \$16.45] Aug. 11, 30
Chartered Bank	...		10 1/2		Dec.	[Interim 2 1/2 a/c 1929 Final 7 1/2 a/c 1929] Apr. 3, 30
Mercantile Bk., A.B.	...		27		Dec.	[Fin. 2 1/2 a/c 1929 loss 1/2 a/c - 36] Apr. — 30
Bank of Asia	...		12 1/2		Dec.	\$ 1 for 1929 Feb. 28, 30
Insurance.						
Canton Ins.	\$ 920				Dec.	[Final 3 1/2 for 1929 Interim 1 1/2 a/c 1929] - 0.45 May 16, 30
Union Ins.	\$ 438	445			Dec.	[Final 1 1/2 for 1929 Interim 1 1/2 a/c 1929] - 21 May 30, 30
China Underwriters	...				Dec.	None
China Fire Ins.	\$ 400				Dec.	[Final 3 1/2 for 1929 Interim 1 1/2 a/c 1929] - 815 May 30, 30
H. K. Fire Ins.	\$ 265				Dec.	\$ 1 for 1929 Mar. 26, 30
Shipping.						
Douglases	\$ 28 1/2				Dec.	Last dividend for 1929
H. K. Steamboats	\$ 24.85				Dec.	\$1.50 for 1929 Mar. 4, 30
Indo-China (Pref.)	...		43		Dec.	[12 1/2 ex. 2 1/2 on preferred for 1929 and 1929] June 19, 29
(Def.)	...		10		Dec.	Last dividend for 1929
Shell Transports	...		87 1/2		Dec.	[Fin. 40 Coupon No. 50 free 1/2 a/c for 1929] July 8, 30
Union Waterboats	...		32		Dec.	\$1.50 for 1929 Mar. 10, 30
Mining.						
Benguet	...		8 1/2		Dec.	Interim 15 cents a/c 1929 Apr. — 30
Kailan Mining Ad.	1/-		20 3/8		Dec.	[Interim 15 for 1929 Coupon No. 57 for 20-25] June — 30
Langkat	...		8 1/2		Oct.	[1.00 for 1929 for 31-10-29] May 8, 30
Shai Exploration	1.30				Dec.	None
Loans	...				Dec.	Interim T. 0.25 a/c 1929
Raubs	\$ 22				Mar.	[First Interim 1/- for year 20-21] Sep. 2, 30
Tromoh Mines	...				Dec.	Interim 4 1/2. loss tax Mar. 31, 30
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	\$ 166	166			Dec.	\$ 1 for 1929 Mar. 13, 30
H. K. & W. Docks	...	38 1/2			Dec.	Last dividend for 1929
China Godowns	\$ 5 1/2	5.30			Dec.	Last dividend for 1929
Hongkew	...	260			Dec.	Final T. 1 1/2 a/c 1929 Mar. 31, 30
N. Engineering	...		7 1/2		Dec.	T. 0.50 for 1929 Feb. 20, 30
Shanghai Docks	...		118		Apr.	T. 7 for year 23-25 July 30, 30
Lands, Hotels & Buildings.						
H. K. & S. Hotels	\$ 10.65	10.70			Dec.	\$ 10 cents for 1929 Apr. 7, 30
H.K. Lands C/R	\$ 7 1/2	80			Dec.	Interim \$ 2 a/c 1930 Aug. 5, 30
X/R	...		75		Dec.	
Rights	\$ 13				Dec.	
Shanghai Lands	...		267		Dec.	Interim T. 3 a/c 1930 July 31, 30
Humphreys	...	16			Dec.	\$ 10 cents for 1929 May 7, 30
H. K. Realities	\$ 9	9 1/2	9.10		Dec.	Interim 30 cents a/c 1930 Sep. 4, 30
Chinese Estates	...		87		Feb.	\$ 1 for year 23-25 July 21, 30
Cotton Mills.						
Ewo Cottons	...	12.30	12 1/2		Dec.	Final T. 2 a/c 1929 Mar. 17, 30
Shanghai Cotton	...		83		(Apr. and Oct.)	[T. 2-25 old for half year T. 2-45 new] 30-4-30 May 28, 30
Zoong Sings	...		92		June	T. 0.00 for year 30-3-29 Oct. 11, 29
Public Utilities.						
H. K. Tramways	\$ 18	18.10	...		Dec.	Interim 40 cents a/c 1929 Aug. 27, 30
Peak Tram (old)	\$ 19 1/2				Apr.	\$ 100 on new for year 1929 June 16, 30
(new)	\$ 5.20				Apr.	\$ 1 for 1929 Feb. 14, 30
Star Ferry	...		85		Dec.	
China Light (old)	\$ 24.40	24 1/2			Sept.	Int. 2 1/2 a/c 1929 May 12, 30
(new)	\$ 10 1/2				Dec.	
H. K. Electric	\$ 78	78 1/2	78		Dec.	\$ 2.50 for 1929 Mar. 13, 30
Macao	...		23		Dec.	
Sandakan Light	...		112		June	None
H. K. Tel. fully paid	\$ 35 1/2				Dec.	Int. 40 cents [10 cents] a/c 1929 Aug. 1, 30
(part paid)	\$ 23 1/2				Dec.	T. 0.50 for 1929 Feb. 25, 30
China Buses	...	18 1/2			Sept.	[1/2 on preference shares Subject to income tax] Feb. 6, 30
Spore Tractions (Ord.)	...	10/-			Sept.	
(Pref.)	...	10/-			Sept.	
Industrials.						
China Sugars	\$ 1 1/2					In Liquidation
Malayan Sugars	...		27		Dec.	P. 2 for 1929 Apr. 11, 29
Calit. Macg. Ord.	...		10 1/2		Dec.	[T. 0.01 T. 0.45] 7 months 1929 Apr. 30, 30
(Pref.)	...		10.40		Dec.	
Canton Ice	\$ 21				July	None
Cement (com.)	\$ 17.50				Dec.	[30 cents on old 10 cents on new] for 1929 Mar. 19, 30
(old)	...		12		Dec.	
(new)	...		5 1/2		Dec.	
H. K. Ropes	\$ 10.65	10.80	10.70		Dec.	Last dividend for 1929
United Asbestos	...		5		Dec.	
Stores, &c.						
Dairy Farms	\$ 26 1/2				Dec.	\$1.50 for 1929 Mar. 14, 30
Watsons	...	11.55			Oct.	70 cents for year 31-10-29 Mar. 31, 30
Der A Wings	...	1			Dec.	
Lane Crawfords	...		2 1/2		Feb.	Last dividend for year 23-25
Mackintosh	\$ 18 1/2				Feb.	\$ 1 for year 23-25 May 15, 30
Sincere	...	11.60			Dec.	
Wm. Powells	...		2.85		Feb.	25 cents for year 23-25 June 10, 29
Miscellaneous.						
H.K. Amusement	...		20		Mar.	[\$2.50 Preferred] for year 1929 July 25, 30
Ch. Entertainment	...		10		Dec.	None
H. K. Concessions	...		1.30		Dec.	
B. Ind. G. Bonds	...		58 1/2		Dec.	
H. K. Govt. Loans	...				Dec.	Interest half yearly
Other.						
Vienna	34.455					Buenos Aires 40 9/16
Prague	164 1/2					Bombay 1 1/5 3/4
Helsingfors	183 7/16					Shanghai 1 1/6 5/8
Madrid	45.95					Yokohama 2 0/8
Lisbon	108.25					Hong Kong 1 1/3 11/16
Athens	375					Silver Spot & For-
Bucharest	816 1/4					ward 16 3/16
Rio	4 9/16					—British Wireless Service.

MOTORISTS THIS IS YOUR PAGE



helplessness

ONE of the outstanding characteristics of present-day business is the relative helplessness of the buyer in the face of the organised solicitation that seeks to attract his custom, form his tastes, and work upon his fears and prejudices.

There never has been a time when it was more difficult for the consumer of lubricating oil to choose intelligently or to know whether he is receiving his money's worth.

Everywhere the motorcar owner goes he is told to use this or that brand of lubricating oil because it is the best. He is told that such and such a brand is the most economical because it is the cheapest. Oil dealers and oil manu-

facturers work upon his fears and prejudices—their motive almost always being selfish.

A trial is, of course, the best test, but who except the enthusiast will take the trouble to test the many "best" brands of lubricating oil?

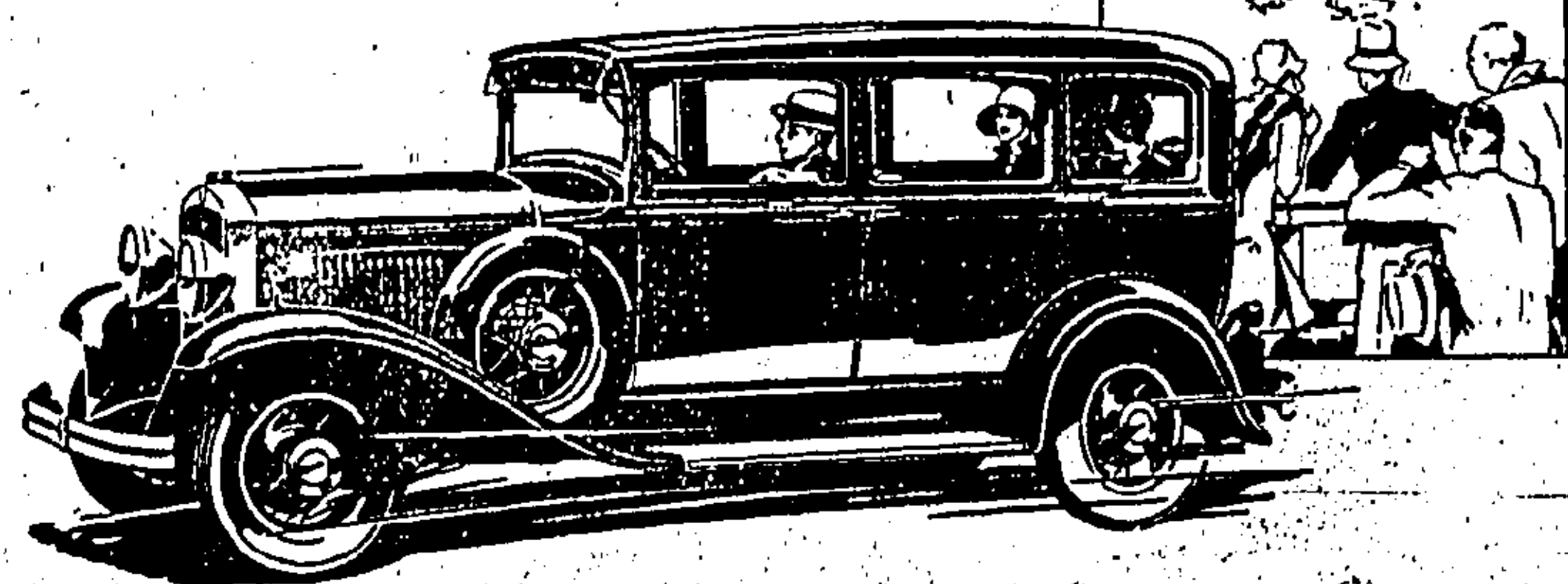
The oil endorsed, approved and recommended by over six hundred motorcar engine builders as the most economical and efficient, would seem to be the ideal lubricant.

If you do not use Gargoyle Mobiloil it might pay you to drain off the old oil while the engine is hot, and refill to proper level with one of the four grades of Gargoyle Mobiloil recommended as most suitable for your particular make of engine.

Vacuum Oil Company

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In Value—
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From the very first day it appeared the De Soto Six has enjoyed enthusiastic public preference. Admiring its smartness, impressed by its quality, thrilled by its performance, owners everywhere pronounce the De Soto Six a sensational motor car. On the wings of this widespread prestige, De Soto Six sped to a top place in its field. The success of this car indicates the wisdom of inspecting it and driving it, for in no other way can you appreciate its unusual quality and value.

WITH THESE FEATURES
Chrysler-designed, larger high-compression engines, using ordinary grades of fuel.
Self-equalising internal-expanding four-wheel weatherproof hydraulic brakes.
Full-pressure lubrication—rubber engine mountings—counterweighted crankshaft—camshaft driven by silent chain—semi-automatic spark control—four hydraulic shock absorbers—fuel filter—air cleaner.

De Soto SIX
CHRYSLER MOTORS PRODUCT

THE NATIONAL MOTOR CAR CO.
484-486, QUEEN'S ROAD, WEST.
TEL. 25674.

TRIPLEX ARMOUR.

The Domain of Safety First.

Which of the old classical writers was it who used to describe to us, in our schooldays, how warriors wore armour of triple brass? I cannot for the life of me remember, but I recollect he used the word triplex in describing that which to-day we should allude to as laminated. Anyway, I thought of the writer quite suddenly when I was at King's Norton, near Birmingham, recently, and was walking through the big works in which hundreds of charming girls and some members of the less charming sex spend their working hours making a world-famous safety glass, writes Maurice Sampson, in The Autocar.

Not the classical writer's triplex, because no one could see through that, but the beneficent form of glass construction which has undoubtedly saved more lives and prevented more serious results of accidents than any other invention connected with motoring.

A strange statement? Yes; but one made quite deliberately and after careful thought.

Triplex glass! Once the prerogative of the well-to-do man or woman who ordered a special body for a particular chassis, or who was prepared to foot a big bill for it as an "extra" over standard equipment, but now found as a regular fitting on cars sold at highly competitive prices.

Till a week or two ago I had never seen this safety-first material made up. Like thousands of others I had meekly accepted the fact that behind it I could not be beheld or cut, or lose my sight through a flying splinter; but I had just taken all that for granted, and not worried overmuch as to the whys and wherefores. Now I have seen Triplex made, and, in spite of the apparent simplicity of the work, I am lost in wonder that the glass can be included in the specification of cars costing less than one hundred and fifty pounds complete. That this is possible is one of the greatest proofs of what can be done by mutual self-help and getting together in the automobile trade.

Of what precisely does Triplex consist? In essentials you take two sheets of glass, place a layer of celluloid between them, press them firmly together, seal the edges, and there you have a pane of Triplex! It all sounds uncommonly simple, but just try and do it, and you will soon be undeceived. To put it plainly and brutally, making this particular sandwich, and making it well, is devilishly difficult. The process involves much very costly plant, many exceptionally clever appliances, great skill, and, above all, most careful handling and concentration.

How it is Done.

The great bulk of the work is carried out by girls, and I take off my hat to King's Norton and its fair daughters for the care and skill the latter display in saving so many of us from risks we might otherwise run. Now let us consider the processes through which two sheets of glass and one of celluloid pass before the trio are united in the screen or a window of your or my car. This is what happens.

Raw glass is carefully examined. Glasses which possess defects are rejected.

The glass is cut into the required shapes.

The glass is fed through a machine, where it is washed, dried, and coated with gelatine.

The coated glass is dried under very carefully controlled conditions. The drying plant cost seventeen thousand pounds sterling.

A second coat of special dope is sprayed on, and then dried.

Two coated glasses and a piece of shaped celluloid are then assembled and passed through a machine, where the surfaces to be united are spread with a suitable liquid, are brought into contact and the surplus liquid squeezed out.

The glasses so assembled are then pressed up, many at a time, in a new form of multiple press. The product is now triplex in its unfinished form.

After pressing, the pieces of Triplex are passed over a special machine, which removes the celluloid and adhesives to a suitable depth, preparatory to sealing the edges.

The edges are then filled with a bitumen compound to prevent the entry of moisture, and the sealing is complete.

The trade-mark is sandblasted on to the glass.

The glass is passed over special edge-grinding and polishing machines, and is finally cleaned, inspected and is ready for issue.

There, then, in a nutshell, you have the history of the birth of a sheet of Triplex safety glass. As I said, it all sounds very simple, but the care and skill demanded in the processes are extraordinary. In this connection I will tell you a little true story.

The Weekly Reward.

Every girl pressing the "sandwiches" competes for a weekly prize of ten shillings ever and above her pay-roll; this goes to the girl who has the lowest number of breakages to her credit—or perhaps I should say debit?

At the time of my visit I was introduced to the lady who was, by common consent, the champion, in that she had picked up the prize for a considerable number of consecutive weeks. In order to eliminate any chance that she was specially fortunate in her allocation of presses, the girls were periodically subjected to a sort of musical chairs; that is, they all went up one so to speak, with the presses. Yet the champion remained undisputed, and week by week received her reward.

Shall I tell you why she wins so often? She does so by sheer skill in manipulating the steam pressure to squeeze the "sandwich" of glass and celluloid, and it is just by skill, and skill only, throughout the many processes, that the directors are able to avoid abnormal wastage and offer us Triplex so cheaply.

If skill, flew out of the factory, the glass would fly all over the place. Most works can absorb labour from a hundred and one other factories if need arises. The Triplex works cannot absorb labour. Everyone coming in must be trained from the moment he or she arrives.

Another Difficulty.

Now, here is another little snag you would be up against if you thought that anyone could make safety glass. It is impossible to purchase guaranteed flawless plate glass. It is equally impossible to sell Triplex safety glass if the pane contains the slightest flaw, such as a minute scratch. Unskilled handling may result in the imposition of a minute scratch, only, surface deep, which must be removed before the pane can be despatched to the screen-maker. When such a minor catastrophe happens it is one up against some operative—always detectable owing to the constant viewing which takes place after each major manufacturing operation—and to eradicate the little flaw and prevent colossal wastage what is termed the "lazy nigger" shop operates.

Herein men, covered from head to foot in a mixture of jeweller's rouge and oil, slowly grind out the little scratches. The more "lazy niggers" at work the less the skill of the other operatives. Thus the sight of the grinding squad at work is a silent rebuke to the young ladies cutting and making the sandwich in the Triplex kitchens.

At the time of my visit only one squad of "lazy niggers" was at work. I was told that not long before there were four such gangs at work, but that the technical skill of the girls had increased so rapidly that three had been disbanded and that the existence of the fourth was in jeopardy. On the day this last lot pack up and go I suggest that all the girls have a whole holiday with pay, a big box of chocolates apiece, or some other mark of esteem which may appeal to the feminine mind. That day will be practically a one hundred per cent. credit to the young ladies of King's Norton because, although the raw glass-makers do not guarantee their sheets to be flawless, they are so uncommonly clever at producing good glass that most of "lazy niggers" jobs are created inside the Triplex works and are not imports.

Attached to the works is a very beautiful and brilliantly clean laboratory, wherein the resident chemist and his white-coated assistants spend their lives doing funny things to glass with flames and liquids and weights, with a view to finding out how to make it better and how to save cost. The job that appealed to me—and this shows that men never grow up, but remain schoolboys at heart—was the dropping of weights on to little sheets of Triplex to see how it "stars" or, if, by any chance, a splinter can be made to fly. I saw a few "starred" into really exquisite patterns like hoar-frost on a window pane, but there were no shooting stars about while I was in the lab.

But this jolly little pastime of smashing panes is not the only thing they do to Triplex and glass and celluloid in the lab. By no means. Very vigorous tests are applied continually to see how tightly the sandwich sticks together, and it has to be a perfect octopus for its tentacles to withstand the efforts made to draw the three components apart. Simple Triplex panes are boiled for hours on end in water to see if heat really agrees with them; if an eight-hour hot bath proves too much for their constitutions something is amiss and the screen-making process needs the doctor. I am assured that periods of boiling very much in excess of the eight hours are nearly always borne with fortitude.

Discolouration.

Finally comes a test which is actually the most important from the users' point of view—the words are apposite. Everybody is aware that early safety glass tended to discolour rather quickly under strong light. Of late, so great have been the strides made in manufacturing methods, particularly in the production of really clear and colour celluloid, that this trouble has very nearly disappeared. In climates such as our own it may to-day be said to be non-existent. Nevertheless, the chemist is always on the watch and samples are continually being subjected to very powerful light tests to watch for incipient discolouration.

I believe Triplex glass is a French invention, but, however good the Gallic variety may be, there is little doubt that the commercial production of the glass in this country is vastly ahead, in its methods, of the French system. For instance, take the sealing of the edges by the injection of liquid bitumen into a little groove made between the plates of glass, the process is performed in a few seconds at King's Norton, while the job is still done, laboriously by hand on the Continent. The little squirter machine at King's Norton which injects the bitumen does its job, moreover, in a manner so perfect that the human hand could not hope to equal it. This is just one of those clever time-saving operations that have permitted the poor motorist to protect himself and his passengers at so small a cost in the complete price of his car. And it may help to explain a remark made to me recently in France by a car manufacturer—that the French do not want safety glass. I fancy they want it right enough, but, being a canny fellow not fond of needless spending, Jacques Bonhomme is waiting till they succeed in producing it in France as cheaply as they can at King's Norton.

land lorry was struck by a train, the vehicle being thrown clear, and piled up on the embankment. On examination it was found that, although no two parts of the chassis were in alignment—so heavy was the crash—there was not a single break, nor even a bolt out of place.

RUBS AND RUBS.

An Energetic Little Machine.

In the laboratories of the Ford Motor Company there is an energetic little machine that takes a strip of cloth and rubs it and rubs it in a determined effort to wear it out. Nearby is another contrivance in which pieces of cloth are subjected to the action of a mercury arc lamp capable of giving one a whole season's sunburn in just a few hours. At a table a chemist is boiling samples in strong acid while beside him an assistant is pouring studiously into a microscope.

Upholstery used in the Ford car is intended, with proper care, to last as long as the car itself. It is to ensure that the quality of the materials is constantly up to the standard necessary to make this long life that these and other tests are performed.

The rubbing machine, for instance, tests the wearing qualities of the cloth. A few hours of the mechanical rub is equivalent to several years of actual usage. The mercury arc lamp, enclosed in a quartz tube, simulates strong sunshine and soon discloses whether the colours in any piece of upholstery will fade. And the other tests determine such important factors as weight, number of threads to the inch, percentage of mohair, wool and cotton and the thickness and quality of the mohair pile.

Each Ford body type is upholstered in the kind of material best suited to it. The town sedan, de luxe sedan, and de luxe coupe are finished in either a rich mohair or a beautiful bedford cord. The cabriolet is upholstered in bedford cord. The Tudor, Fordor, standard coupe and sport coupe have upholstery of long-wearing fabric of a warm, soft, pleasing appearance, the high quality of which is made possible by the tremendous purchasing power of the Ford Motor Company plus the fact that a large percentage of it is made by the company itself.

The Ford roadster and phaeton and the rumble seats of the sport coupe and cabriolet are upholstered in artificial leather. This, too, is constantly tested in the laboratories to maintain the Ford standards of quality and durability.

BUILT-IN STRENGTH.

No better, or more striking testimony of the tensile strength built into Leyland lorry chassis, could be conceived than that provided in Queensland, Australia, recently.

At the Alderley railway crossing, near Brisbane, a large Leyland lorry was struck by a train, the vehicle being thrown clear, and piled up on the embankment. On examination it was found that, although no two parts of the chassis were in alignment—so heavy was the crash—there was not a single break, nor even a bolt out of place.

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TRAFFIC MENACE.

Human Aspects of the Question.

We take the following from a radio talk by Dr. Julius Klein, Assistant Secretary of Commerce, U.S., on American traffic problems. In the course of an interesting address, Dr. Klein said:

I spoke recently about the shocking, distressing situation with respect to the mounting toll of motor-vehicle accidents—and, too, about the vast commercial loss (to say nothing of the personal annoyance and inconvenience) that arise from our relative failure to cope with the harassing problems of traffic congestion.

Let us look for just a moment at some of the typical problems that deserve consideration. They were concisely defined by the recent conference at Washington. On the subject. What is the relation, for instance, between motor vehicle traffic and the other existing transit facilities? What are the trends toward centralization or decentralization in cities, and what effect do those trends have upon the stability of property values, upon the efficient conduct of business, upon living conditions, and upon the public welfare generally? Those are the sort of questions that must be answered—and answered correctly.

In most cities, street capacity must be increased—but how are we to go about it? Shall we widen the existing main thoroughfares—or resort to double-deck highways—or introduce arcaded or elevated sidewalks—or go in for the construction of transit facilities (such as subways or "L" lines) that have the advantage of being "off" the vehicle-congested streets?

A central business area is suffering, let us say, from severe traffic congestion—some of the traffic being that of persons who actually have business in that area, while the rest of it is "through" traffic concerned only with getting across the city. In such a situation, should we proceed to widen the radial traffic arteries from that central business area, or should we construct "bypass" routes (around the outskirts) to relieve that central area of traffic that really is not destined there?

We need to study questions with the utmost care, in the interest of business and of personal convenience. We need to investigate the relationship between the bulk of building and the intensity and character of lot occupancy, on the one hand, and, on the other, the density of traffic and the transportation requirements.

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The Conference at Washington two weeks ago gave detailed attention to the physical facilities of streets and highways, and made a large number of outstanding recommendations. I will tell you only a few of these. As regards rural highways the Conference believes that there should be space for parking, off the travelled portion—either continuously or at intervals of not more than 300 feet. It emphasizes the need for a clear view of approaching vehicles for at least 500 feet on highways of primary importance, and this can be provided, it is felt, in a variety of ways—by control of private advertising signs on the right of way, or on private property near the highway, by removing the view-obstructing trees, shrubs, and sloping banks, and by cutting down sharp hill-crests.

We come now to the question of railroad grade crossings. A newspaper paragrapher remarked recently that "some people buy automobiles partly—while others live near railroad crossings." But, seriously, something has got to be done about the situation that produces those tragic headings "Flye Killed at Grade Crossing" or "Train Kills Seven in Car," which we see so often in the Press after a Sunday or a holiday.

Elimination Suggestion.
The National Conference on Street and Highway Safety naturally advocates the elimination of railroad grade crossings. This work should be carried out under a proper programme of course, first eliminating the most dangerous crossings on thoroughfares carrying heavy traffic—and with due recognition of the enormous costs involved, which, if elimination were attempted on a wholesale scale, would mean an excessive financial burden, resting in the last analysis upon the public.

How are we to protect existing grade crossings, so that they may not be the scene of sudden death? We must reduce the physical hazards to a minimum. We need to widen many roadways at the crossings, and avoid sharp high-way turns and junctions within 250 feet. It has been urged that there should be a ban on standing railway cars, parked highway vehicles, or other temporary obstacles at such points. We should set about to remove all permanent obstructions that prevent the motorist from obtaining an adequate view of the tracks. Special care must be exercised about illuminating the fixed signs.

The grade-crossing situation brings us right back to the human aspect of this entire problem, because there can be no doubt that many of these ghastly tragedies are due to recklessness and speeding—a mad desire to "beat the train"—frantic haste "for no good reason at all." Why should we be in such an awful hurry? I remember very well some experiences in a European country where the grade-crossing keepers (generally women) close the crossings with a good stout iron gate (not a slender slat) when the train is due; if the train happens to be late, you simply wait, ordinarily, until it comes along—having ample time to indulge in elevating conversation, or maybe to play bridge. And I recall one particular time when, just as the train was passing, the crossing-keeper became engaged in a violent quarrel with her five-year-old son, and after the "caboose" had disappeared into the dim distance and we were patiently waiting to get across the tracks, she was chasing the rebellious youngster back of the family shack, screaming at the top of her voice and utterly oblivious of our desire to proceed. That is what you are apt to undergo on the Continent of Europe; it makes you wonder why we should be so anxious, here, to measure our death-defying dashes by split-second watches.

A story is told about the visit to New York of Admiral Togo, the distinguished Japanese warrior. The marvels of the subway were being revealed to him, and it was carefully explained that by taking an express train between two important stations you could save seven minutes. The admiral remained unmoved. "Yes," he said blandly, "and then what do you do with the seven minutes?" That question was left unanswered.

Eager to Have Their Accidents Quickly.
It has been said that some motorists drive as if they were eager to "have their accident quickly and get it over with." And many of them drive in the wild, weird ways they do for the very simple reason that they should not be permitted to drive at all. Here we touch a tremendously vital aspect of the Uniform Vehicle Code which broad-visioned leaders are striving to have adopted throughout the country. I mean an act requiring the licensing of operators and chauffeurs, after the determination of "ability" or skill to drive a car.

Probably few of us who live in any of the 10 North Atlantic States, where drivers' licences are required, realize that in all of the rest of the country there are only two States, in the extreme West, which have such complete drivers' licence systems. Of the 36 remaining States there are 8 which require all operators to be licensed, but without mandatory examination, and these 8 States show little, if any better record than those which require no licence at all. For the rest, 16 States license only chauffeurs, while 12 States have no requirement of any sort as to the licensing of operators or chauffeurs, and anybody at all is free to attempt to operate a vehicle which, in incompetent hands, can so easily maim or kill.

Let us take the case of a territorial unit where a man's mere possession of a motor car entitles any member of his family to operate it. But that family—for all we know—may include the village idiot. It may include a person who is subject to paralysis or epileptic seizures. The son may be near-sighted, with vision uncorrected by the aid of glasses—or the daughter may be colour-blind so that red light is no more ominous to her than green. Or maybe Uncle Boris has just come over from the "old country" and "no spik English" yet—being unable to read warning signs. In the absence of a drivers' licence law, any or all of these potential killers and wreckers can be let loose, with the utmost freedom and impunity, upon the roads of the community. And they are not the only ones, by any means, who need examination and restriction—there are some few persons who, without obvious physical or educational defect, still manifestly lack the judgment, discretion, and knowledge that are essential to the successful operation of an automobile.

I do not mean to criticize unduly the States that still lack a drivers' licence law with examination, but the evidence drawn from the reports of the Census Bureau seems to point to their having overlooked an opportunity to spare their people at least 25 per cent. of their accidents. Furthermore, these same statistics show that the accident rate, in proportion to the number of vehicles registered, has increased much more rapidly in States without drivers' licence systems than in those which have adopted this measure of protection for their population.

In a drivers' licensing State the records show that about 25 per cent. of the drivers fail to secure their licence on the first examination. The examiner either finds that they are ignorant of the rules of the road or the practical driving test shows that they have no knowledge of how to conduct an automobile. These people, however, are always given subsequent opportunities to learn the regulations and to learn how to drive. They then come back for a later examination, and ultimately only 3 per cent. of all candidates fail to get the licence. The significance of this is that in the drivers' licensing States these 22 per cent. of the candidates are required to learn their rules of the road and how to drive, whereas in the non-licensing States there is nothing to prevent them from going on the road ignorant of the regulations and incompetent to drive—a menace to every motorist and pedestrian on the streets and highways.

As to the broad situation with respect to highway safety, I can hardly do better than bring to you a statement by the National Conference. "It is unthinkable," these experts say, "that our people will permit present conditions to continue indefinitely. The way for improvement has been pioneered. Practically every one of the proposals now submitted has been tested in practice. To reap the benefit of this experience on a nation-wide scale will require some yielding of state and local preference; it will require the devotion of increased resources, which no State or community can afford to withhold; it will in many jurisdictions require the setting up of more adequate administration; it will require the loyal effort of enforcing authorities; it calls for devoted efforts of a wide variety of organizations; and finally, it demands of the individual citizen a new order of self-restraint and responsibility corresponding to the enhanced degree of freedom which the new means of transportation has given us."

I think that all of us might profitably ponder for a while on that phrase "a new order of self-restraint." We must not be too belligerent and insistent in trying to enforce even the things that seem, obviously, to be a right or privilege. The desirability of "restraint" applies at highway intersections. I am reminded of the untimely end of Jonathan Gay and placed upon his grave a tombstone with this epitaph: "Here lies the body of Jonathan Gay, who died maintaining his right of way. He was right—dead right—as he sped along. But he's just as dead as if he'd been dead wrong."

STURDY SHOES.

Made from Worn Tyres.

"The next time you want a pair of boudoir slippers or hiking boots, try manufacturing them from an old, discarded automobile tyre," is the suggestion of Mr. C. H. Goetz, manager of Ideal Motor Co., the local Fisk dealers. "Recently some foreign governments, in countries where shoes were conspicuous by their absence and hook-worm conspicuous by its presence, have compelled all inhabitants to wear some kind of foot covering. Leather being costly, native ingenuity turned to old automobile casings as a substitute for standard footwear."

Several pictures have been received from abroad by the Fisk Tyre Company of sturdy, serviceable shoes made from worn tyres. The upper part is made of cord fabric reclaimed from the old casings, while the soles, which are riveted to the uppers by metal staples, are sections of tread, guaranteed not to skid in wet weather and impervious to blow-outs.

"If this style continues to gain favour," continued Mr. C. H. Goetz, "it looks as though some of the new Air-Flight tyres for export, when they have done their duty on the wheels of a car, will deliver many more miles of service as foot covering. Tender feet might find these improvised shoes rather rough and hard to wear, but to the natives whose feet are toughened by exposure, unfinished seams and protruding rivet heads offer no inconvenience or discomfort."

'VARSITY CAR BAN.

Sequel to Accidents and Abused Privileges.

Six Cambridge colleges have taken the unexpected step of forbidding undergraduates to keep motor-cars at Cambridge.

It is understood that, following this lead, an inquiry will be held next term by all the colleges in conference.

The colleges concerned are: Pembroke, Caius, Clare, Trinity Hall, Peterhouse, Downing. At Oxford also, the question of undergraduates' motor-cars is to be discussed afresh next term, and it is possible that the two universities may reach a common agreement.

By the university regulations, first-year men are already prohibited from keeping cars at Cambridge. Notices are now being sent out restricting further the motoring activities of undergraduates. That from Clare College, states:

The tutor wishes to inform parents and guardians that, believing that the possession of motor-cars and motor-cycles by undergraduates nearly always prevents them from making the best use of their residence in Cambridge, the college has adopted regulations with regard to motor-vehicles. The university restriction for freshmen is extended to second-year men.

After June 1931 the restrictions shall apply to all undergraduates. During the next year there shall be no late leaves beyond the normal hours.

After June 1931 no undergraduate members of the college shall be allowed to bring up or drive a motor-vehicle while in residence at Cambridge.

Trinity Hall is sending out a similar notice, and Downing has prohibited cars and motor-cycles to undergraduates in their second year.

These decisions follow revocations at recent inquiries and police court proceedings and a number of motoring accidents and of cases in which undergraduates have abused their privileges.

Major D. Portway, the proctor, whose duty it is to enforce the university regulations, as regards motor-cars, said in an interview:

The whole matter will probably be taken up by the university. It seems to me an impossible position for these six colleges to have different rules and regulations from the rest of the university. It is a great blow for the self-respecting undergraduates, who were in the majority that they should be punished for the few who always have abused their opportunities and still do.

Perhaps the most heavily hit class at Cambridge will be the golfers. The recognised course for the university team is at Millenhill, 21 miles away, where matches and practice regularly take place.

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It's pretty hard to catalogue a car like the Marquette—and give anything like a true idea of what you get in this car in the \$1000 class. This new six is such a revolutionary value that you've actually got to see and drive it to realize what a great car it is!

Just as an indication of the value, rare value—in this splendid new six—here are a few of more than 66 fine-car features that it embodies—features combined for the first time on a car in the \$1000 field.

Wheelbase 114 inches.	Running board fully bound, with no exposed screws.
Closed Bodies by Fisher.	Completely sealed engine.
Non-glare Fisher VV type ventilating windshield.	Forced lubrication.
New type mohair upholstery.	Lovejoy hydraulic shock absorbers, both front and rear.
Spacious rear seat.	Four-wheel internal-expanding brakes.
Adjustable front seat.	Adjustable steering wheel.
Remarkable power plant—67.5 brake horsepower.	Hydrostatic gasoline gauge on dash.
Rubber engine mountings.	Guide tilt-ray lamps.
Thermostatically-controlled water cooling.	A host of other extraordinary features that combine to make the Marquette America's most complete car in the \$1000 field.
Full-crown one-piece fenders.	
Chrome-plated cowl lights and cowl moulding.	
Built-in bumper brackets integral with frame.	

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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

CAPT. BARNATO.

"I Want to Retire When I Am Not Out."

"I have had a good innings and I want to retire not out," Captain Woolf Barnato, the millionaire racing motorist told an Evening News correspondent at his Mayfair house.

He was explaining his decision not to drive in any more races on road or track.

He announced his retirement from competitive driving at the same time that the Bentley company published their decision not to take part in any more races in the meantime, as they know all they want to know about speed for the present.

"A long time ago," said Captain Barnato, "I decided that if I won the Le Mans race three times running I would race no more. I have done that, and I have not altered my mind. The last five races I entered were big international events, and I won them all."

"If I went on, I might not have the same good luck. For instance, I might be beaten. Then I should want to keep on until I won again, and there is no knowing where I should finish."

"There is no question of physical or mental strain. That is not so great as people think. I feel no strain of any kind. Of course, it is tiring, but that is only a passing effect."

"The reasons for the withdrawal of Bentley's and myself dovetailed. I suppose my decision partly influenced them, and their decision affected me. As chairman of Bentley's, if I continued to race as a private owner, I could not race any other make of car, and if I drove a Bentley, it would still be considered that I was virtually driving for the firm."

"I shall take life more quietly for a bit. I have no definite plans. I have a lot of work to do. If Bentley's, in the course of the next few years, decide to take up racing again, I might be sorely tempted to re-enter, because I know I shall win it."

"Whether I should give way to the temptation, or not, I cannot honestly say. At present my feeling is that I should probably not. I do not know how the idea got about that I was going to take up motor-boating. I am not, and I never intend to."

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A Goeke & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET MOTOR CARS.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolf & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLYS-KNIGHT & WHIPPET TRUCKS.—Gillman & Co., Ltd., 4a, Des Voeux Road C. Tel. 28011.

MOTOR CYCLES.

NORTON.—The Sincere Co., Ltd., Des Voeux Road C. Tel. 27767.
B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.

MOTOR OILS.

GARGOYLE MOBILE.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 56228.
FISK TYRES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goeke & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gillman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

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The China Mail

Thursday, August 28, 1930.
Seventh Moon, 5th Day.

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1845

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HONG KONG, THURSDAY, AUGUST 28, 1930.

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"NELEUS" 9th Sept. Havre, Liverpool and Glasgow
"OAXEA" 20th Sept. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

(via KOBE & YOKOHAMA.)

"TRUCER" 12th Sept. For Victoria, Vancouver & Seattle
"INION" 10th Oct. For Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"MACHAON" Sails 10th Sept. For Davao, Cebu, Manila, New York, Boston & Baltimore via Suez

INWARD SERVICE.

"EURYPYLUS" Due 28th Aug. For Shanghai, Kobe & Yokohama
"AUTOLYUS" Due 31st Aug. For Shanghai, Tientsin, Weihaiwei, Taku and Dairen

PASSENGER SERVICE.

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None but the BRAVE
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How can she see true love blooming in the sterile soil of cowardice? How can she marry a man who is without courage? So she turns him out of her heart, out of her life.

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Booking at Anderson's and at the Theatre (Telephone 25720)

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Limited, by DAVID CHRISTIAN WILSON, Business Manager, at
10, Wyndham Street, Hong Kong.

TRAGEDY AT U.S. AIR RACES.

Naval Plane Crashes
Into Grand Stands.

AIRMAN KILLED.

Chicago, Yesterday. As a result of a Naval pursuit plane, while stunting, crashing into the stands at the National air races to-day, a Naval airman, J. P. Deshazo, was killed and an unknown spectator seriously injured. Several spectators had very narrow escapes. The confusion was shortly lived, and officials immediately started another event. The voice of the announcer was heard from loud speakers and everything continued as if nothing had happened.—Reuter's American Service.

UNREST IN INDIA.

ROUND TABLE CONFERENCE TO BE POSTPONED.

NEW SUGGESTION.

London, Yesterday. The Morning Post's correspondent in Simla states that official quarters are considering the suggestion to postpone the Round Table Conference in India until April, in order, inter alia, to allow the present political distemper to spend itself.—Reuter.

Earlier News.
Calcutta, Yesterday. An examination of the fragments of the bomb thrown at Jorabagan police station, showed that it was of the same type as those thrown at Sir Charles Tegart.

According to witnesses, an unsuspicious looking taxicab pulled up at the gate of the police station, an explosion was heard, and the taxi drove off before there was a chance of identifying it. No arrests were made.

Five passers-by were injured, but only one is a hospital case. The police station is situated in the compound of the Magistrate's Court, which was deserted at the time.

A third bomb outrage occurred this morning in the Eden Gardens police station.

A policeman and three Public Works coolies were injured, all being sent to hospital.

Delhi, Yesterday. Practically the whole Congress Working Committee has been arrested, including V. J. Patel, ex-President of the Legislative Assembly, who arrived with others yesterday to hold a meeting of the Committee although it had been proclaimed an unlawful assembly.

Simla, Yesterday. Fifteen Congress leaders have been arrested and sentenced to

HELP FOR DROUGHT-STRICKEN STATES.

Establishment of Local Credit Corporations.

LOANS FOR FARMERS.

Washington, Yesterday. The establishment of local credit corporations to act as intermediaries between the drought stricken farmers and intermediate credit banks has been formally approved by banking representatives on the relief commissions of over a dozen States. Farmers will receive loans from an intermediate credit bank on the endorsement of their local credit corporation, which will charge two per cent. above the rate charged by the intermediate bank, which is now four per cent.—Reuter's American Service.

FAST FORTUNE.

OIL MAGNATE LEAVES FAMILY \$20,000,000.

MOTHER REMEMBERED.

Clarion, Pennsylvania, Yesterday. The late Mr. Thomas Slick, known as the wealthiest independent man in the oil industry, bequeathed between \$15,000,000 and \$20,000,000 to his widow, three children, and mother.—Reuter.

MR. ROY YOUNG.

APPOINTED FEDERAL BANK GOVERNOR.

Washington, Yesterday. Mr. Roy Young, Governor of the Federal Reserve Board, has submitted his resignation to President Hoover who has accepted it. Mr. Young has been elected Governor of the Federal Reserve Bank in Boston.—Reuter's American Service.

LORD SEFTON'S WILL

ESTATE PROVED AT \$1,758,000.

Rugby, Yesterday. The fortune of the late Lord Sefton has been proved at \$1,758,000.—British Wireless Service.

four months' rigorous imprisonment for forming a procession to celebrate the Indian "national flag day."

The police, armed with lathis, several times charged the crowds accompanying the procession, and several persons were injured.—Reuter.

HAPSBURGS BITTER OVER MARRIAGE.

Archduke's Wife Not to Be Recognised.

FRIEDRICH OUTRAGED.

Budapest, Yesterday. The Archduke Friedrich announces that he is unable to take cognizance of the civil marriage in Britain of his son Albrecht, mentioned yesterday, which was conducted without his knowledge or approval. He declares that in not circumstance will Archduke Albrecht's wife be recognised as a member of the Archducal family.—Reuter.

BURIAL OF DUKE.

MILITARY HONOURS FOR A GREAT NOBLEMAN.

MUFFLED TATTOO ON DRUMS

Rugby, Yesterday. The remains of the Duke of Northumberland were buried to-day in Westminster Abbey in the family vault of the Percys, who have this prescriptive right shared only by Royalty. Tall, bareheaded Grenadier Guardsmen bore the coffin through the great west door to the altar. Grenadier Guardsmen also beat a long, muffled tattoo on their drums to mark the passing of the Duke, who had been an officer of their regiment. The remains were interred in the Percy vault in the Chapel of St. Nicholas. The King and other members of the Royal Family were represented and the congregation included members of the oldest families in the land.—British Wireless Service.

Earlier Cables.

London, Yesterday. The Duke of Northumberland was buried to-day in Westminster Abbey in accordance with the right shared with the Percy family only by the Royal family. This right has been exercised thirty-seven times by the Percy family, whose vault in the Abbey can now accommodate only three more coffins.—Reuter.

"RED" EXECUTIONS

TEN MEN SHOT FOR BUYING SILVER.

PENALTY OF RUMOURS.

Moscow, Yesterday. It is officially announced that 10 more men, sentenced to death by the State Political Department for buying and hoarding large sums of silver and spreading counter-revolutionary rumours, have been shot dead.—Reuter.

AMUSEMENTS

The BIG PARTY

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WILLIAM FOX

Tearing the curtain from the drabness of life—and behold—three lovely young things—sweet as sugar and craving fun—with millionaires in a million dollar party.

A songladen
Movietone with
SUE CAROL
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FOX MOVIE TONE

COMEDY

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AT THE
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At 2.30, 5.10, 7.15 & 9.20.

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